

# GRAIN DEALERS' JOURNAL

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Established, 1882.

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**SHERRY-BACON GRAIN CO.**

213 MERCHANTS' EXCHANGE

**ST. LOUIS - - MO.**

Established 1893

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Commission Merchants

GRAIN, HAY and SEEDS

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Future Orders Executed

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Selling Cash Grain by Sample a Specialty.

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Hax, G. A., & Co., grain, hay, seeds.  
Hopps, William, Grain & Hay Co., grain.  
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Waters, Henry D., grain commission.  
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Crighton & Co., grain commission.  
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Fraser, W. A., Co., grain commission.  
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Hulburd, Warren & Co., grain commission.  
Irwin, Green & Co., grain commission.  
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Merritt, W. H., & Co., grain, seeds.  
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Rosenbaum, J., Grain Co., receivers, ship'rs.  
Rumsey & Company, grain commission.  
Sidwell, Geo. H., & Co., grain commission.  
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Van Ness & Wilson, grain receivers.  
Warner & Wilbur, grain commission.  
Wagner, E. W., receiver and shipper.  
Ware & Leland, grain, seeds.  
Weare Grain Co., commission.  
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Barnum Grain Co., receivers, shippers.  
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Brooks-Griffiths Co., grain commission.  
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Spencer Grain Co., commission, barley.  
Van Dusen-Harrington Co., commission.  
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Geidel & Co., grain, hay, straw.  
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McCague, R. S., grain, hay.

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King, Geo. T., broker and commission.

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Graham, G. L., & Co., grain, hay, seeds.  
Picker & Beardsley, grain and seeds.  
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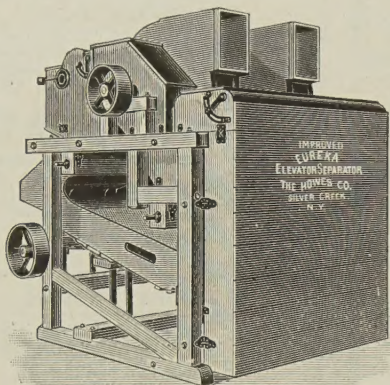




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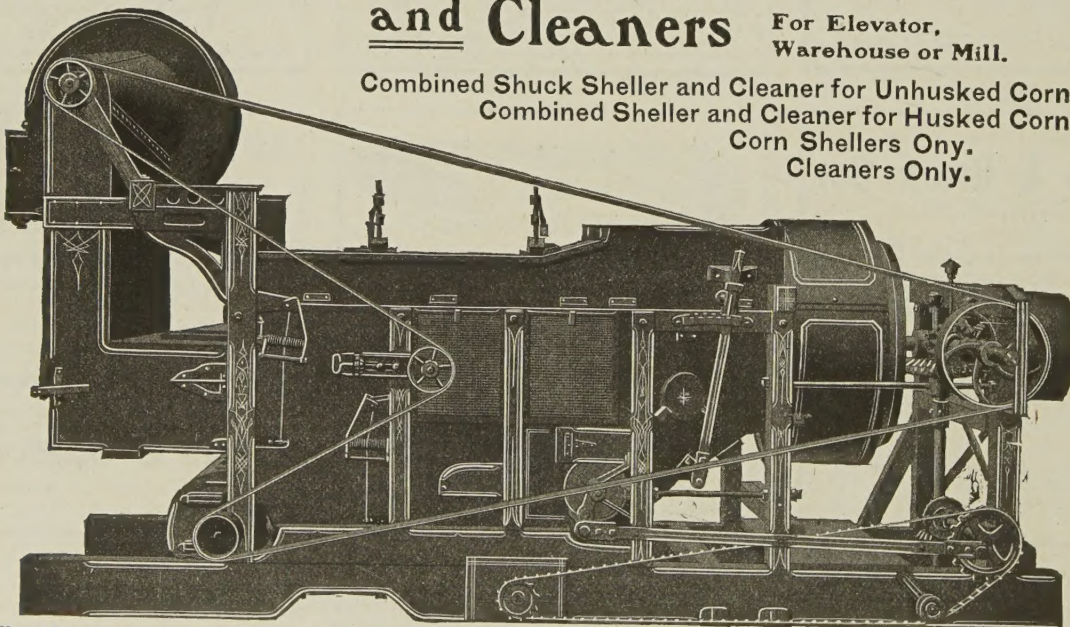
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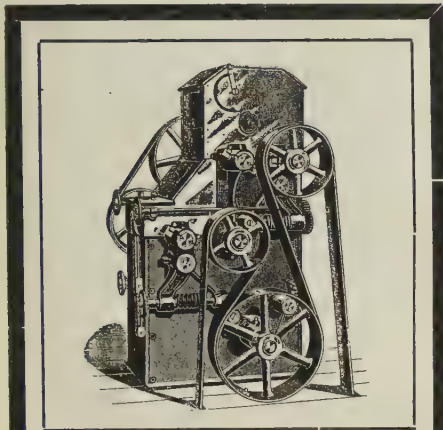
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The Northway Feed Mill  
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Are not only easy to handle, but grind the most  
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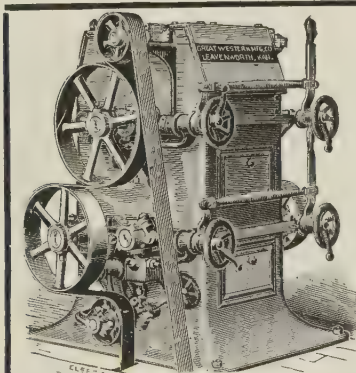
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We have so much confidence in our Boss Car Loader that we send it on  
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LARGEST  
**ELEVATOR BUILDERS**

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want. We also manufacture the

**RELIAANCE GRAIN CLEANERS**

and carry a full line of Elevator Supplies.

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**W. S. CLEVELAND ELEVATOR BUILDING COMPANY**

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Capital Stock, \$100,000 MINNEAPOLIS, MINNESOTA

**General Contractors and Builders**

OUR SPECIALTY:

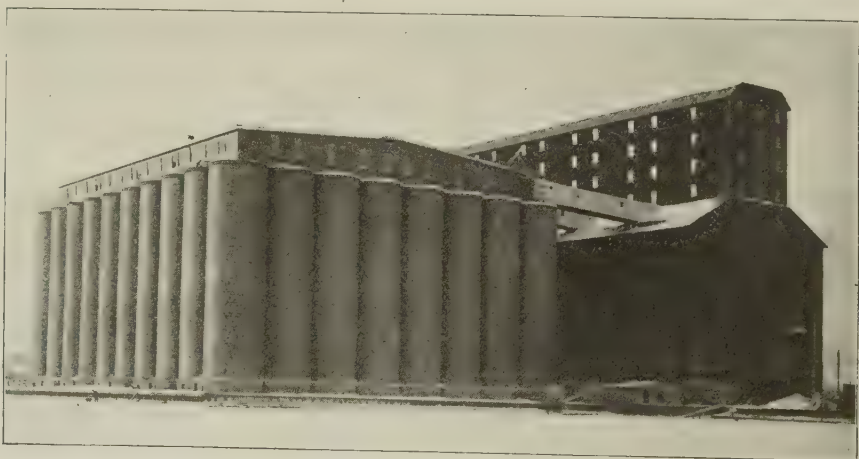
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**General Contractors and Designers of Grain Elevators,  
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We are prepared to use all of the various kinds of elevator construction, but recommend our special construction known as the Record-Johnson System Patent Fireproof Semi-Porus and Glazed Cellular Tile Grain Storage Construction, covered by the following patents and which we have exclusive control, patents Nos. 664323, 664324, 6643 5, 692544, 713104.



The following is a partial list of owners and capacity of plants which we have built in the last four years under these patents.

|                                      |                   |                                       |                 |
|--------------------------------------|-------------------|---------------------------------------|-----------------|
| Great Eastern Elevator, Minneapolis, | 1,000,000 bushels | Northwestern Yeast Co., Chicago,      | 300,000 bushels |
| St. Anthony Elevator Co., "          | 2,200,000         | Canadian Ry. Co., Port Arthur,        | 2,250,000       |
| North Star Malting Co., "            | 500,000           | David Stott Milling Co., Detroit,     | 200,000         |
| Victoria Elevator Co., "             | 250,000           | Pabst Brewing Co., Milwaukee,         | 250,000         |
| Frisco Ry. Elevator, Kansas City,    | 700,000           | Wisconsin Malt & Grain Co., Appleton, | 200,000         |

We have under construction at the present time the following plants.

|                                       |                 |  |                 |
|---------------------------------------|-----------------|--|-----------------|
| Schlitz Brewing Co., Milwaukee,       | 550,000 bushels | Texas City Imp. Co., Texas City, Tex., | 500,000 bushels |
| Washburn-Crosby Milling Co., Buffalo, | 300,000         | Millbourne Mills Co., Philadelphia,    | 200,000         |

The following are a few of our largest wood constructed elevators.

|  |                   |                                       |                   |
|--|-------------------|---------------------------------------|-------------------|
| Calumet Elevator Chicago,              | 1,000,000 bushels | Maple Leaf Elevator, Kansas City,     | 1,000,000 bushels |
| Minnesota Annex, Chicago,              | 1,000,000         | Burlington Elevator, St. Louis,       | 1,000,000         |
| C. M. & St. P. Ry., Itasca,            | 1,125,000         | Grand Trunk Elevator, Portland, Me.,  | 1,000,000         |
| Belt Line Elevator, Superior,          | 2,500,000         | F. H. Peavey & Co., No. 1,            | 1,750,000         |
| Superior Terminal, "                   | 2,500,000         | Interstate Elevator, Minneapolis,     | 1,000,000         |
| Pittsburg & Western Ry., Fairport, O., | 1,000,000         | Texas Pacific Ry. Co., Westwego, La., | 1,000,000         |
| Standard Milling Co., Duluth,          | 1,000,000         | Hoosac Tunnel, Charlestown, Mass.,    | 1,000,000         |
| Empire Elevator Co., Minneapolis,      | 2,500,000         | And hundreds of smaller houses.       |                   |

WRITE US FOR ESTIMATES.



## GRAIN ELEVATOR BUILDERS.

### IF YOU INTEND TO BUILD A GRAIN ELEVATOR

You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.

**M. J. TRAVIS, WICHITA, KAN.**

### E. LEE HEIDENREICH

Grain Elevator  
Designer & Builder

Heidenreich-Monier Armored Concrete Construction  
Rookery Bldg. CHICAGO

### ELEVATOR PLANS FREE

Plans and specifications for a modern grain elevator of any capacity, furnished free of charge to parties who will purchase the necessary elevator machinery and supplies from me. All material will be guaranteed to be the best grade and the price the lowest.

**FRED GROTENRATH**  
Grain Elevator Contractor  
111 West Water St., Milwaukee, Wis.

### Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF  
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

### John S. Metcalf Co.

ELEVATOR  
BUILDERS

804 THE TEMPLE  
Plans and Specifications a Specialty. CHICAGO

## Steel Storage & Elevator Construction Co.

BUILDERS OF

## Fire Proof Steel Grain Elevators

BUFFALO, NEW YORK

Send for illustrated catalog on fire proof steel grain elevators.

## S. H. TROMANHAUSER,

DESIGNER AND BUILDER

## Grain Elevators

Fireproof Brick Construction a Specialty.  
Country or Terminal Elevators in Any Design or Capacity.  
Write for Plans and Estimates.

805-6 Phoenix Building, MINNEAPOLIS, MINN.

### G. T. HONSTAIN.

Successor to Honstain Bros.

Contractor and Builder of

### GRAIN ELEVATORS.

313 Third Street, South,  
MINNEAPOLIS, MINN.

### A Perfect Grain Elevator. New Design, Price Moderate.

Address L. H. HODGMAN, who is able to refer to every firm or individual for whom he has ever done a job.

215 Pollard Ave. Dwight, Ill.

### The New Era Elevator

For Quick Passenger Service in High Buildings.



The greatest convenience ever introduced into Grain Elevators. All new, modern, and up-to-date Mills and Grain Elevators are installing our passenger elevators. Nothing to get out of order.

Saves time and money. Takes half the room and COSTS NO MORE THAN A STAIRWAY. For full information address the

**New Era Elevator Co.**  
(Sole Manufacturers)  
SIDNEY, O.

## ELEVATOR PLANS



We have about 200 complete sets of plans in our office for all sizes of grain elevators, and maybe we can pick one out that would exactly suit your location.

Write and tell us about what you think you will require and we will have a representative call and see you.

Plans and specifications at the lowest possible rates.

## BURRELL ENGINEERING & CONSTRUCTION CO. Inc.

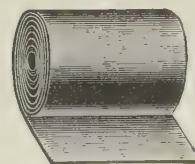
DESIGNERS AND BUILDERS OF GRAIN ELEVATORS

265 La Salle Street. CHICAGO, ILL.

## BELTING

FOR  
CONVEYORS  
AND  
ELEVATORS

ALSO  
Fire Hose,  
Packing, etc.



We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

**GUTTA PERCHA & RUBBER MFG. CO.,**

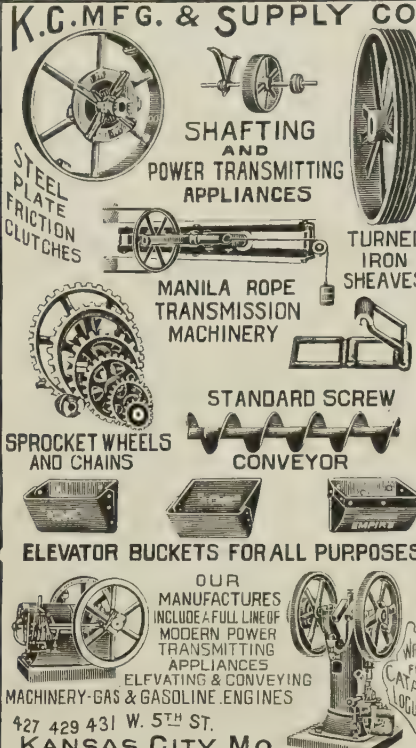
96-98 LAKE ST., CHICAGO.

BROWN & MILLER, Managers.



## GRAIN ELEVATOR SUPPLIES.

**K.C. MFG. & SUPPLY CO.**



STEEL PLATE FRICTION CLUTCHES

SHAFTING AND POWER TRANSMITTING APPLIANCES

TURNED IRON SHEAVES

MANILA ROPE TRANSMISSION MACHINERY

STANDARD SCREW CONVEYOR

SPROCKET WHEELS AND CHAINS

ELEVATOR BUCKETS FOR ALL PURPOSES

OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY-GAS & GASOLINE ENGINES

427 429 431 W. 5TH ST. KANSAS CITY, MO.

WRITE FOR CATALOGUES

**Link-Belt Supply Co.**

MINNEAPOLIS, MINN.

**Complete Elevator Outfits a Specialty**

WE MANUFACTURE

**PULLEYS, SHAFTING, BOXES, SPROCKET WHEELS, BUCKETS, CONVEYORS, ETC.****P R O M P T D E L I V E R I E S****If You Don't**

buy your goods of us

**We Both Lose Money**

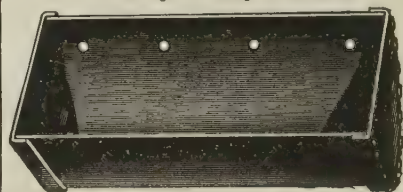
Complete line of

**ELEVATOR MACHINERY AND SUPPLIES****H.L. Thornburgh & Co.**

Chicago, Ill.

**ELEVATOR BUCKETS**

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

**Cleveland Elevator Bucket Co.,**  
Cleveland, Ohio.**MIDLAND MACHINERY COMPANY**

412 South Third Street

MINNEAPOLIS, :: MINN.

We are in our New Plant, and have greatly improved facilities for turning out Special work. Call and see us.

We carry on Hand the largest and most complete line of

**Elevator Machinery**

in the Northwest and can ship promptly.

**Complete Elevator Outfits a Specialty**

When needing Supplies of Buckets, Belting, Link Belting, Sprockets, Pulleys, Shafting, Loading Spouts, or anything in the line write us. Our prices will interest you. Steel Boot Tanks, any size, made to order quickly.





## GRAIN ELEVATOR SUPPLIES.

### A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

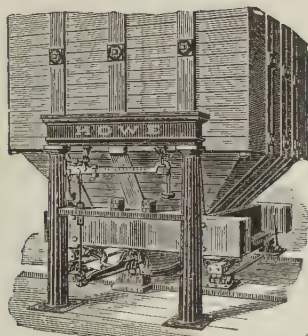
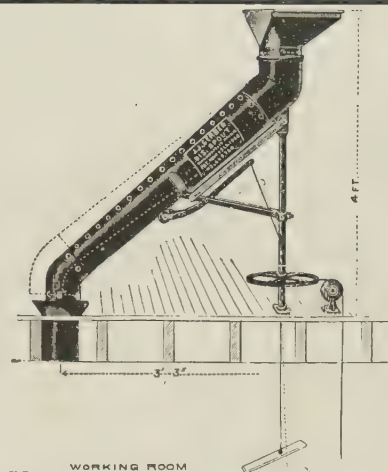
It will save you in labor all it costs in less than a month.

Send for Prices to

**H. SANDMEYER & CO., Peoria, Ill.**



"The Gerber Improved Distributing Spout is the remedy for mixing grain. Try one and be convinced that it is the best spout you can have in your elevator. Elevator spouting a specialty. Address J. J. Gerber, Minneapolis, Minn."



The Acknowledged Standard of Weights. We are Sole State Agents HOWE Gasoline Engines. Sales Agents HOWE Scales. Manufacturers of Grain Elevator Machinery. LARGE stock of supplies for PROMPT shipment. **YORK FOUNDRY AND ENGINE WORKS** YORK, NEBRASKA

Remember the name....

**GRAIN DEALERS JOURNAL**

Advertise ....in it

Subscribe for it

### The "OHIO"

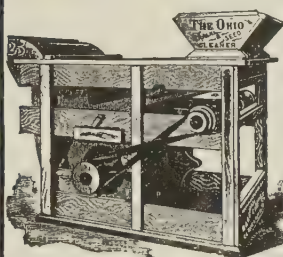
Grain and Seed Cleaner

From 50 to 1,000 Bushels per Hour Capacity.

Sold on Its MERITS.

Machines sent on 30 days' trial.

It will clean any seed or grain that grows. Get our Catalog of Hand and Power machines.



**BEELMAN CABINET CO.**

36 Columbus St., Cleveland, O.

## Turned Iron Sheaves

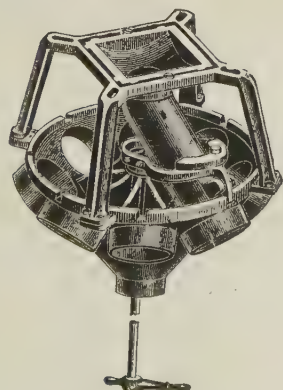
Any Diameter. Any Number Grooves.

Large Orders and Foreign Shipments a Specialty.

**DOWNIE-WRIGHT MFG. CO.**

P. A. KILNER, Manager  
YORK, : : NEBRASKA.

WE ILLUSTRATE HERewith THE TWO VITAL ORGANS OF THE ELEVATOR SYSTEM.

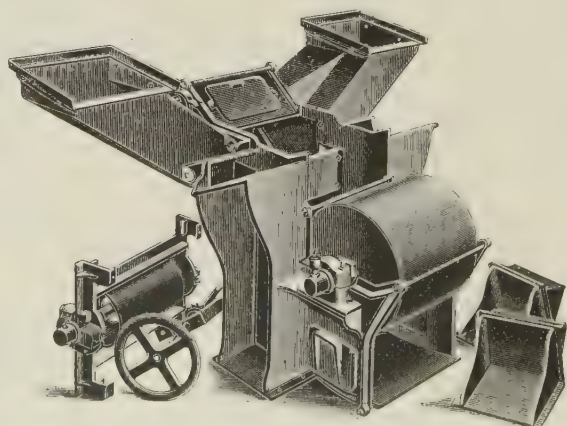


HALL SIGNALLING GRAIN DISTRIBUTOR.

Nothing can be TOO good for these purposes. Cheap devices may be used with some degree of impunity elsewhere, but here

The Best Is the Cheapest.

Send for Booklets.



HALL UNCHOKABLE NON-CHOKABLE ELEVATOR BOOT.

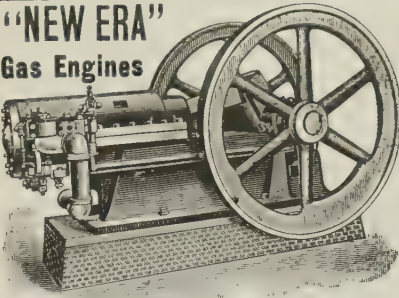
# HALL DISTRIBUTOR CO.

222 First National Bank Bldg., OMAHA, NEB.



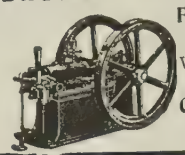
## POWER FOR GRAIN ELEVATORS.

**"NEW ERA"**  
Gas Engines

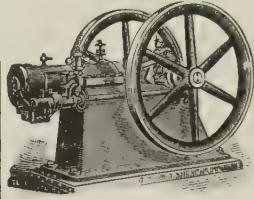


For Gas or Gasoline. Sizes 5 to 80 H. P.  
**NEW ERA IRON WORKS,**  
86 Dale Avenue, DAYTON, OHIO, U. S. A.

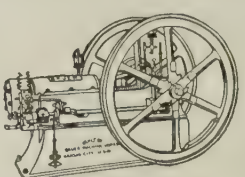
**BRUNNER ELEVATOR ENGINE**  
FOR GRAIN ELEVATORS  
From 1 to 30 H. P.  
Write for descriptive circular.  
**CHARLES BRUNNER, Mfr**  
PERU, ILL.



**THE Columbus**  
Gas and Gasoline Engines.  
Simple, effective, easily started and adjusted.  
**Columbus Machine Co.**  
COLUMBUS, OHIO.  
Send for Catalog No. 39



**BAUER GASOLINE ENGINES**  
Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)  
**BAUER MACHINE WORKS CO.**  
KANSAS CITY, MO.




Gasoline Engines,  
Grain Cleaners,  
Wagon, Hopper,  
Portable, Dump Scales,  
Elevator Supplies.

Write for Catalog of Complete  
Elevator Equipment.

**C. D. HOLBROOK & CO.**

Minneapolis, Minn.

**HOWE SCALES AND HOWE ENGINES**  
Can you get anything better?  
Can you get anything as good?  
INVESTIGATION WILL DETERMINE.  
Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.  
CATALOGS.



The Ball-Bearing Scale.

1 to 60 H. P.

Wagon, Dump, Hopper, and Grain Scales.  
Double or Compound Beams.  
Steel Frames.


St. Louis, Kansas City, Minneapolis, Cleveland.

**Borden & Selleck Co., Chicago, Ill.**

**SOLD ENGINE THRU AD.**

John H. Doyle, Longview, Ill.:  
"Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

**LENNOX GAS ENGINE**  
MFD. BY LENNOX MACH. CO.  
MARSHALLTOWN, IA.  
WRITE FOR CATALOGUE  
of Elevator Engines.



**Burger Automatic**  
Gasoline Engines are Perfect  
in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.  
**WOOLLEY FOUNDRY AND MACHINE CO.**  
ANDERSON, IND

**THOMPSON-LEWIS GAS ENGINE**



10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.

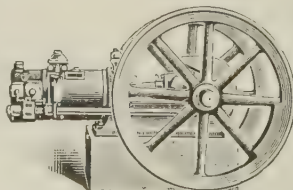
**J. THOMPSON & SONS MFG. CO.**  
119 BRIDGE STREET, - BELOIT, WIS.

**Good Intentions Alone Cannot Produce Good Machinery.**

Most all manufacturers are honest, but lack the experience and equipment necessary to turn out a thoroughly first class engine. We are the founders of the Gas engine industry in the United States, have been building OTTO engines for 27 years, and operate the largest and most complete plant in the country devoted exclusively to the building of Gas and Gasoline engines. Which will you buy,

Otto Experience or Others' Experiments.

**THE OTTO GAS ENGINE WORKS,**  
Chicago Representative, T. W. SNOW, 360 Dearborn St. PHILADELPHIA, PA.

**Gas Engine Books**

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

**THE PRACTICAL GAS ENGINEER,**  
by E. W. Longanecker, M. D., Price, \$1.00.

**THE GAS AND GASOLINE ENGINE,**  
by Norman & Hubbard, Price, \$1.00.

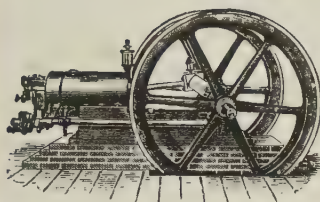
**THE GAS ENGINE HANDBOOK,**  
by E. W. Roberts, Price, \$1.50.  
For any of the above address,

**Grain Dealers Co.,**  
255 La Salle St. Chicago, Ill.



## POWER FOR GRAIN ELEVATORS.

### Witte Gasoline Engines

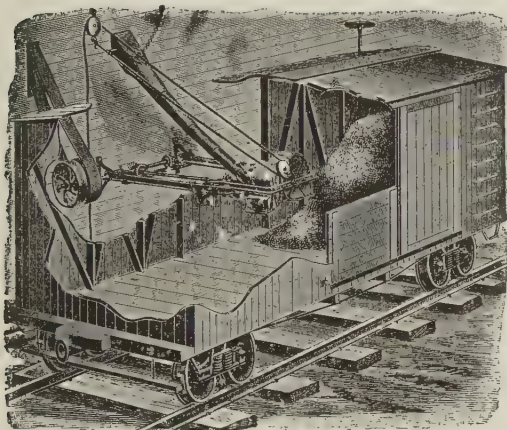


are not high priced, neither are they cheap in construction; 14 years on the market, thousands in operation, and more being sold to-day than ever, tells its own story. You cannot afford to buy without getting our prices and catalog G.

**WITTE GAS AND GASOLINE ENGINE CO.**  
43 S. CANAL ST., CHICAGO, ILL.

**WITTE IRON WORKS CO.**  
515 WEST FIFTH ST., KANSAS CITY, MO.

## The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

**E. H. REYNOLDS,**  
STERLING, ILL.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

## MODERN ELEVATORS



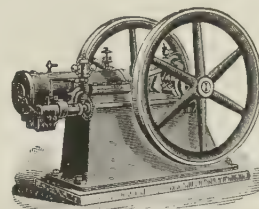
**I**NSPECT plans of our lately designed Modern Elevators before letting your contract to build.

We may save you material, space and power, as well as reduce the first cost.

Write

**HONSTAIN, BIRD & CO.**  
307 Third St., South  
MINNEAPOLIS, MINN.

### SOME REASONS WHY

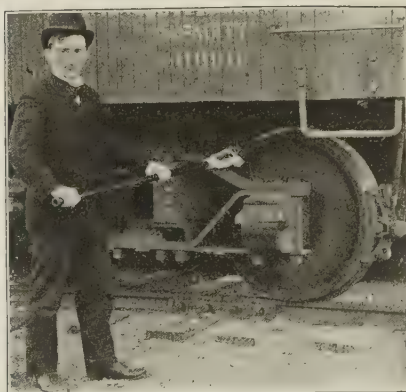


### THE COLUMBUS GAS AND GASOLINE ENGINES ARE SUPERIOR

Valves work mechanically—not by suction. No delicate parts to get out of order. Load taken up on any revolution *without* waiting to complete its cycle, insuring closest regulation of speed. Long life of batteries and electrodes. Speed changed while running. Consider these points when buying. Ask for catalogue.

ADDRESS DEPT. O.  
**BRADLEY, ALDERSON & CO.**  
Kansas City, Mo.

### "The Special Car Mover" IS PUTTING IT MILD "The Special Train Mover" IT SHOULD BE STYLED



#### SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

#### THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

#### THE INCLINE ELEVATOR AND DUMP

and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

**IOWA GRAIN & MFG. CO., Odebolt, Ia.**



## GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

PORTABLE DUMP, White Patent, in good condition, for sale. Woodbury & Files, Muncie, Ind.

DRILLING MACHINES, two No. 1 Star, full traction, for sale. Address C. Friedly, Dunkirk, Ohio.

WESTERN ROLLING Screen Cleaner, No. 0, in good shape, for sale. McCray, Morrison & Co., Remington, Ind.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

BARLEY SEPARATORS, Printz & Rau make, one No. 1½ and one No. 2½, for sale. D. Rothschild Grain Co., Davenport, Ia.

CORNWALL CORN Cleaner, No. 2, for sale; used only a few months; just as good as new in every respect; has been replaced by larger machine. Address Railsback Bros., Ashland, Neb.

ONE VICTOR Combined Sheller and Cleaner, nearly new. One Monitor Wheat Separator and one Barnard & Leas No. 2 Wheat Separator. Capacity 200 bus. per hour each. All in good order. For sale cheap. Spencer-Slauson Grain Co., Piqua, Ohio.

## B. F. GUMP CO.

List of Second-Hand Machinery in Stock.

New Leather, Rubber, Gandy and Cotton Belting of all sizes kept in stock; Perforated Metal, Wire Cloth, Scoops, etc.

2 24-inch Cogswell Attrition Mills.  
1 18-inch Scientific Attrition Mill.  
1 No. 2 Willford 3-high Roller Feed Mill.

1 No. 10 A Bowsher Feed Grinding Mill.

1 Style N Scientific Disc Grinding Mill.  
1 Big S Disc Grinder and Crusher.

1 No. 1, 2 No. 2, 2 No. 5 Barnard Receiving Separators.

3 No. 0 Richmond Grain Cleaners and Separators.

2 No. 1 Eureka, Zig Zag Warehouse Separators.

2 No. 1, 2 No. 1½ Barnard Milling Separators.

1 No. 5 Clipper Grain and Seed Separator.

1 No. 2 Graham Mill and Receiving Separator.

1 No. 1 Keystone Centrifugal Hominy Separator.

1 No. 1 Stonebraker Hominy Mill.

2 No. 2 Nurdyke & Marmon Degerminators.

1 No. 2 Beall Degerminator.

1 Beall Cylinder Corn Steamer.

1 No. 4 and 1 No. 6 Cranson Wheat Scourers.

1 No. 3 Richmond Horizontal Wheat Scourer.

1 No. 3 and 1 No. 4 Morgan Upright Scourers.

1 No. 1 Eureka Upright Wheat Scourer.

Lot of Iron Conveyors, all sizes.

Lot of Cotton and Rubber Belting with cups attached.

B. F. Gump Co., 53 South Canal St., Chicago. Send for Catalog No. 59.

## MACHINES FOR SALE.

ONE OHIO Grain and Seed Cleaner, number 26, for sale. Cost \$100.00 new, has been used one season; will sell for \$40.00. See description of mill in Grain Dealers Journal. S. E. Wainwright, Lenox, Ia.

MACHINES for sale—20-in. Monarch French Burr Mill; No. 1 Monarch Corn Ear Crusher; No. 2 Willford 3-high Roller Feed Mill; 2 No. 5 Victor Long Scourer; 1 Cockrell Brush Scourer. C. D. Holbrook & Co., Minneapolis, Minn.

NEW PROCESS No. 3 Combined Sheller and Cleaner with shuck fan, for sale; in first-class shape. Reason for selling, could not use combine sheller on account of arrangement of my newly built elevator. Price \$115.00, f. o. b. Address Box 285, Wolcott, Ind.

## MILLS FOR SALE.

MILL FOR SALE or trade for farm property. Capacity 75 bbls.; 10,000 bus. storage capacity; mill in eastern Wisconsin; good custom and merchant trade; mill nearly new; improved machinery. For further particulars apply to Cecil Mill Co., Cecil, Wis.

WHEAT MILL for sale—Complete 40-bbl. roller mill in Chemung Valley, N. Y. Plenty of wheat, good dairy and buckwheat section. All in good running order and doing a nice business. Also new 8-room house and barn. A bargain for some one. Steam power. Address, P. O. Box 96, Schuyler, Neb.

MILL FOR SALE—A 75-barrel Nurdyke & Marmon Co. Modern Mill, Corn and Feed Mill in connection, in a flourishing wheat-growing country, situated 3 miles south of Dayton, Ohio. Good water power; Big Four railroad; traction and canal facilities. Address Gustave F. Giele, Dayton, Ohio.

MILLING and GRAIN business in the spring wheat section, for sale. Capacity of mill 160 bbls.; in first-class condition with a well established trade and good business. Capacity of elevator 30,000 bus., with good grain trade in connection with mill business. Offered at a bargain if taken soon. Good reason for wanting to sell. Address, S. M. C., Box 12, Care Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

BUFFALO SCALE, 10-ton, 88 x 22 in., for sale. C. D. Holbrook & Co., Minneapolis, Minn.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—One good 50-ton, 34-ft. track scale. Also medium size safe. Both will be sold cheap for cash. Address O. S. Potter, Toledo, Ohio.

FAIRBANKS RAILROAD Track Scale, 60-ton, with registering beam, in good condition, for sale. D. Rothschild Grain Co., Davenport, Ia.

## ELEVATORS WANTED.

ELEVATOR WANTED, to buy or rent, in country town. Address Box 154, Lesterville, S. D.

ELEVATOR WANTED in trade for 320 acres of Barnes Co., N. D., land. Address Box 344, Elkton, S. D.

WANTED to buy one or more good elevators in Illinois. Address W. W., Box 8, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in trade for 200 acres of Illinois land. Illinois location preferred. Address Lock Box 188, Deland, Ill.

GRAIN ELEVATORS wanted to buy, or will lease with privilege of buying. Address E. L., Box 2, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—Up-to-date; 35,000 to 60,000 bus. capacity; in central Indiana or eastern Illinois. Address, Box 303, Bowling Green, Mo.

ILLINOIS GRAIN ELTR. wanted in exchange for 320 acres yellow pine timber land c. the gulf coast of Mississippi. C. M. Griffin, Charleston, Ill.

ELEVATOR wanted in exchange for Illinois or Indiana lands. Have first class land. Illinois location preferred. Address J. F., Box 70, Alma, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATOR in good grain section wanted, in exchange for 370 acres of improved Missouri farming land, near Salisbury. Add. Wm. Daugherty, Red Oak, Ia.

WANT TO BUY several country houses on the U. P. west of Junction City, for cash. State price, capacity and other information. Tyler & Co., Junction City, Kan.

WANTED TO BUY—Grain Elevator in good territory in northern Iowa or southern Minnesota. Handling not less than 100,000 bus. yearly. Address D, Box 2, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—10,000 to 20,000 bus. capacity, in Minnesota or the Dakotas. Handling on an average of not less than 50,000 bus. yearly. Address with full particulars. R. H. A., 225 Chestnut St., Watertown, S. D.

# PAINT

For roofs and sides of Mills and Elevators. Black, Red or Brown colors. If your roof leaks, write us. We can save you money.

**Maire Paint Mfg. Co.**

MINNEAPOLIS, MINN.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

GOOD ELEVATOR in good location for sale. W. R. Bell, Foster, Mo.

A LINE OF ELEVATORS, eight in number, for sale. Call on or address J. N. Johnson & Co., Belmond, Iowa.

ELEVATORS in Kansas for sale. Address E. J. Smiley, 37 Crawford Bldg., Topeka, Kan.

ELEVATOR, 8,000-bu., for sale at a bargain; on P., C., C. & St. L. Ry. Lock Box 98, Sulphur Springs, Ind.

ELEVATORS for sale, in the banner corn and oats producing state of America. W. A. Thompson, Attica, Ind.

Elevator for sale in the best agricultural district of northern Indiana. Crop prospects good. Address Al, Box 12, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale, 25,000 bus. capacity; in good repair; located in good town and handles lot of grain. Address Hans Lavesson, Lake Benton, Minn.

GRAIN ELEVATOR for sale; located at Vilas, S. D.; capacity 10,000 bus.; feed mill and coal house in connection; 8-h. p. gas engine; on C. M. & St. P. Ry. E. C. Gray, Vilas, S. D.

GRAIN ELEVATOR for sale or trade for land or other good property. Price \$4,000. Want to go into other business. Address Dan, Box 11, Care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR for sale in fine grain country on line of C. G. W. R. R.; equipped with 6-h. p. gasoline engine and grain grinder. For particulars, inquire of W. E. Breaw, Esmond, Ill.

FOR SALE—18,000-bushel elevator on Grand Trunk Railroad in Michigan. Built for grain and bean trade. Average yearly profits \$5,000. Good reason for selling. Address M. M., Box 1, Care Grain Dealers Journal, Chicago.

A LINE of four elevators for sale. Will be sold singly if desired. Situated in northwestern Ohio. These houses are well located. For particulars address "Brown," Box 10, Care Grain Dealers Journal, Chicago, Ill.

ESTABLISHED WHOLESALE and RETAIL grain, flour and feed business for sale; feed mill, etc. Good reasons for wanting to sell. Bargain if taken at once. For price, etc., address Box 120, Montrose, Ill.

ELEVATOR AND COAL business for sale. Located in central Ohio, in the corn and oats section. Elevator 20,000 bus. capacity, gasoline power, and in first-class condition. Address F. E. M., Box 2, care Grain Dealers Journal, Chicago, Ill.

TWO STEAM ELEVATORS and lumber yard for sale at Angus, Boone Co., Iowa. Elevators and buildings for \$3,000. Stock of grain, lumber and wire at the market price. No competition. Also a good 220-acre farm near Rippey, Greene Co., Iowa, at \$70 per acre. Inquire B. Curtis & Co., Angus, Iowa.

## ELEVATORS FOR SALE.

GRAIN ELEVATOR and hay and coal business for sale; good power; fine trade. Box 54, Scotts, Mich.

FEED MILL AND ELEVATOR combined for sale; machinery all new in February of this year. Situated in best dairy section of northern Illinois. Good reasons for selling. Inquire Y. Box 2, care Grain Dealers Journal, Chicago, Ill.

NEW ELEVATOR, 80,000 bus. capacity, for sale; on Illinois Central Ry., in good grain country. Satisfactory reasons given for selling. Address F., Box 2, care Grain Dealers Journal, Chicago, Ill.

GRAIN HOUSE in southwestern Wisconsin, for sale; capacity 35,000 bus. Good grain point and rich farming community. Also good city. Address H. & Co., Box 2, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

ELEVATOR on Illinois Central in northwestern Iowa, for sale; capacity 15,000 bus.; new Otto Gasoline Engine; good grain point. Good reason for selling. Address S. M. C., Box 2, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

A GOOD THING—15,000-bushel elevator at Crete, Ind.; modern plant with \$500.00 roller feed and meal outfit; gasoline engine; hopper scales. Also eight-room dwelling and orchard. Have other business. Price \$7,500.00. Tomlinson Grain & Lumber Co., Winchester, Ind.

NEW CRIBBED ELEVATOR for sale. One hundred thousand bushels capacity. Old elevator fifteen thousand bushels capacity. Outside cribs for ear corn, ten thousand bushels capacity. Located on C. & E. I. R. R., Mt. Ayr, Ind. No competition. Price \$8,000.00. Lyons & Esson, Brook, Ind.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipment; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

ELEVATOR for sale; located on C. R. I. & P. Ry., in South Dakota; splendid plant, 12,000 bus. capacity, all crib work; building five years old but always had good care, built on private ground, 140 x 200 ft., good switch; equipped with Barnard & Leas Cleaner and gasoline engine. A money making business. Address Kink, Box 11, Care Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

TEN ELEVATORS for sale in Illinois, Indiana, Ohio and Iowa. Two good Illinois farms to trade for elevators. List your houses for sale. Aaron Smick, Decatur, Ill.

OUR ELEVATOR has burned, as noted elsewhere in this Journal; but we will sell the foundation, office, scales and the lots on which the house was built at a bargain. No competition; fine farming community. Unless sold soon we will rebuild. Smith & Lewis, Keota, Ia.

GRAIN, LUMBER AND IMPLEMENT business for sale in the corn belt of Illinois. Capacity of elevator 16,000 bushels; house handles 200,000 bu. each year. Lumber and implement sales in 1902 about \$25,000. Good reason for selling. Address G. B., Box 9, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR on T. P. & W. R. R. for sale; capacity, 40,000 bushels; built two years ago. Everything the newest and best; Fairbanks Scales; new safe; large office room; hopper scale in elevator. Very good grain point. For further particulars write Hutchinson & Hitchcock, Rooms 5 & 7 Hamlin Bldg., Peoria, Ill.

MINNESOTA elevator on the C. G. W. R. R., new, 22,000 bus. capacity, cribbed, on stone foundation, for \$3,500 cash. Good barley station; other elevator at station no good. House can not be built for price asked. Dump and hopper scale, 5-h. p. Otto Gasoline Engine in stone engine house. Address B. Scott, Box 2, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H., Box 11, Care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in Ohio for sale, 15,000 bus. capacity, up-to-date; 8-room house; one acre ground. In fine farming country. Handles 125,000 bus. grain per year. Cash sales on flour, feed, coal and implements \$45,000 per year. A great money maker. In live town; two banks, high school, 5 churches, electrical street car line, beautiful place to live. Here is a snap for the right man. Address Box 358, New Carlisle, Ohio.

EXECUTOR'S SALE—Grain elevator and warehouse at Allegan, Mich. The E. T. Cruse Elevator and Warehouse will be sold at public sale, under license of the Probate Court, about the 24th day of August next. The elevator has capacity for 25,000 bushels of grain, and is in good condition. It is connected by side-track with the L. S. & M. S.; D., T. & M. and Pere Marquette railroads. The power consists of a twenty-horsepower Edison Motor, 500 volts, complete with starting box, sliding base, frame and pulley. Horace H. Pope, Executor Estate of E. T. Cruse, Allegan, Mich.



## GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

GASOLINE ENGINE for sale, 20-h. p., good condition; reasonable price. Address Thos. B. Carson, Davenport, Iowa.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Refiner Elevator Works, Kansas City, Mo.

GASOLINE engines for sale: 14x16-h. p. Dayton; 16-h. p. Case; 10 5-h. p. Otto Engines. Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

TWO STEAM ENGINES for sale. One a 40-h. p. boiler and the other 30-h. p., with 18 and 24-h. p. engines. Both in good order. E. M. Wayne, Delavan, Ill.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

ONE 16x24 ATLAS Automatic Engine for sale; also two 60x14 boilers with 56 3½-inch tubes. Full square fronts and all fittings. Address O. S. Potter, Toledo, Ohio.

ENGINES for sale—One 30-h. p. Webster; one 25-h. p. Fairbanks-Morse; one 14-h. p. Otto; one 9-h. p. Otto; one 6-h. p. Fairbanks; one 22-h. p. Foos. A. H. McDonald, 36 W. Randolph St., Chicago.

STATIONARY ENGINE, steam, 10-h. p., for sale; one 30-h. p. tubular boiler with full arch front; heater; cold and hot water pumps, and other attachments. R. H. Watson, Old Fort, O.

ENGINE AND BOILER, 40-h. p. each, Chamber & Taylor make, for sale. Has been used 24 months, in good condition. Too small for my use. Price on cars \$350. Inquire of C. Green, Denison, Ia.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

WE HAVE THE FOLLOWING GASOLINE ENGINES FOR SALE; AS GOOD AS NEW:

1 6-h. p. Pierce Gasoline Engine, complete, in first class condition; guaranteed to be the same as new, \$150.00.

1 6-h. p. Jefferson Engine, used less than sixty days by Mr. Cadwell, of Malvern, Iowa; fully guaranteed; will sell for \$200.00.

1 5-h. p. Lambert Horizontal Engine with electric spark; all complete; used about sixty days; taken in exchange for larger engine, \$125.00.

1 4-h. p. Lambert Horizontal Engine in first class shape, \$100.00.

1 3-h. p. Fairbanks Vertical Engine with electric spark and torch, in first class shape, \$100.00.

1 1½-h. p. Webster Engine, complete, \$65.00.

1 1½-h. p. Wabash Engine, new, with electric spark, \$65.00.

WE ALSO HAVE several refitted Fairbanks Hopper and Stock Scales which are as good as the day they left the shop; they will cost but half what new scales will, and are just as accurate. ALAN P. ELY & CO., Omaha, Neb.

## ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

VERTICAL GAS or Gasoline Engine, 17-h. p., for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

NEW STEAM ENGINE, 4-h. p., and 8-h. p. boiler, for sale cheap. H. F. Probst, Arkansas City, Kan.

TWO GASOLINE ENGINES, 6 and 8-h. p., for sale cheap. Milwaukee Mach. Co., 292 E. Water St., Milwaukee, Wis.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

OLDS GASOLINE Engine, 8-h. p., for sale; but little used. A bargain. Would trade toward larger one. A. M. Swain, Seward, Neb.

STEAM ENGINE, 12-h. p., and 25-h. p. boiler for sale; all in first class order; 22-ft. smoke stack; been run six months. O. M. Kelly, Dana, Ill.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

ENGINES for sale—15-h. p. Frost steam engine; 4-h. p. Waterloo Gasoline Engine; 15-h. p. Otto Gasoline Engine; 8-h. p. Pierce Gasoline Engine; 30-h. p. Charter Gasoline Engine. C. D. Holbrook & Co., Minneapolis, Minn.

WE ARE closing out our entire gasoline engine stock at one-half the original cost. Following partial list of what we have in stock: 30-h. p. W. & M.; 15-h. p. Cornell; 10-h. p. Otto; 8-h. p. Webster; 5-h. p. Chicago; 3-h. p. Holliday. Price Machinery Company, 162 W. Lake St., Chicago, Ill.

FOR SALE—One 14x20 slide valve, box bed engine with 54x6 band wheel and fittings complete. One 60x16 two-sheet boiler, 7-16-in. shell, with dome, and 60 3½-in. flues, full square front with all fittings. One 80-horse power heater and Duplex Pump. The complete outfit is in good condition. Address United Supply Co., Toledo, Ohio.

GASOLINE ENGINES for sale. One 2½, 8, 25-h. p. Fairbanks Gasoline Engine; one 6, 10, 35-h. p. Otto Gasoline Engine; one 15-h. p. Lambert Gasoline Engine; one 60-h. p. New Era Gasoline Engine; one 68-h. p. Foos Gasoline Engine. Guaranteed to be in perfect working order. J. Montgomery Johnston, 22 South Canal St., Chicago, Ill.

WE ARE GOING out of the manufacture of stationary engines and will hereafter construct automobile motors and accessories. We have on hand about 75 stationary engines from 2½-h. p. to 6-h. p. We will sell the 2½-h. p. at \$50.00, the 4-h. p. at \$65.00 and the 6-h. p. at \$85.00. They are furnished complete on stands with gasoline tank, water tank, spark coil, battery, etc. Check must accompany order. The Chas. Kaestner Mfg. Co., 96 West Jackson Blvd., Chicago, Ill.

## MISCELLANEOUS FOR SALE.

EXCELSIOR MOTOR, 3-h. p., for sale by C. D. Holbrook & Co., Minneapolis, Minn.

HOUSE and three lots on corner in residence district of Tipton, Ia., at a bargain. Address John R. Wampler, Tipton, Ia.

LUMBER AND COAL business for sale in good prosperous little town. Sales average about \$12,000 to \$15,000 yearly. La Rose Grain Co., La Rose, Ill.

CHEAP FOR CASH—Lots 3 and 4, block 5, Holway & Taylor's Adn. to Minneapolis. Address Yale Realty Co., Bank of Commerce Bldg., Minneapolis, Minn.

FEED STORE and meat market for sale; about 100 ft. from post office; doing daily business of about \$125.00. Address Mont, Box 12, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE, CHEAP FOR CASH.—A lot of shafting, pulleys, gearing; No. 0 Howes Smut Machine; 1 sand stone and 2 French buhr, upper runner choppers. All in good condition; reason for selling, going out of business. B. F. Hoffman, Bainbridge, Lancaster Co., Pa.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9x18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

THE AKRON IMPROVED GRAIN TESTER. Warranted to be true to the U. S. Standard Winchester Bushel. Price: One Pint, \$6.00; One Quart, \$6.75; Two Quarts, \$7.25; cash with order or sent on approval. Guaranteed to be the best, strongest and neatest grain tester ever made. Money refunded if not satisfactory. Second-hand machinery a specialty. Descriptive circulars on application. A. S. Garman & Sons, Akron, Ohio.

## MISCELLANEOUS.

THE Grainman's Actuary \$1.00 postpaid. Henry Nobbe, Farmersville, Ill.

GRAIN BAGS, 100,000 for rent; write for terms. Foell & Co., 123 Market St., St. Louis, Mo.

O. S. POTTER, TOLEDO, OHIO. Manufacturers' agent. Complete power plant equipment. Correspondence solicited.

WANTED—To correspond with strictly reliable hay shippers. Timothy and alfalfa hay my specialties. Member Texas Grain Dealers Ass'n. Bert K. Smith, Houston, Tex.

## ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## SITUATIONS WANTED.

POSITION WANTED as grain buyer; 17 years' experience, 8 years as buyer for line company. Address Box 294, Mt. Pulaski, Ill.

POSITION WANTED by competent and experienced grain man, as manager or buyer for grain elevator; experienced in office work. References. Address F. C., Box 12, Care Grain Dealers Journal, Chicago, Ill.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

EXPERIENCED GRAIN MAN wishes position of manager of country elevator. Best of references. Address Iowa, Box 1, Care Grain Dealers Journal, Chicago, Ill.

FIRST CLASS SUPERINTENDENT or foreman would like position with grain company, or contracts on elevator work. Best of references. Address H. H. D., Box 2, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as superintendent or weighman at either country or terminal house. Four years experience in country house and five in city. References furnished. C. H. A., Box 2, care Grain Dealers Journal, Chicago.

SITUATION WANTED by experienced traveler to represent firm on road, buying and soliciting. Large acquaintance among Iowa and Illinois grain dealers. Address G. O. F., Box 2, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in the grain business. I have had a good many years' experience in handling both country and terminal elevators, handling all kinds of grain. Can furnish best of references. Address K., Box 2, Care Grain Dealers Journal, Chicago, Ill.

YOUNG MAN, 24, several years experience with terminal elevator concern in Wisconsin, thoroughly familiar with station work, desires position as traveling representative for elevator company operating a line of houses. Best of references. Address A. B. C., Box 2, Care Grain Dealers Journal, Chicago, Ill.

A MAN of good habits—a worker—with a good future and consignment trade in the state of Iowa, wishes to make connection with a first-class grain commission firm, where his trade will be cared for and hard work appreciated. Apply I. A., Box 1, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with reliable firm for year 1903, as buyer and solicitor of grain in Indiana and Illinois. Am well acquainted in both sections. Have had years of experience. Am sober and reliable. Can give best of references from present employers. Bought 800,000 bus. for the Southeast since January, 1903. Address B. B., Box 2, Care Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

A GOOD ELEVATOR MAN wanted. Will pay \$70 per mo. Fur. ref. Manhattan Malting Co., Manhattan, Mont.

COMPETENT MEN wanted who are capable of working on elevator construction. Address, at once, P. H. Pelkey, Winfield, Kan.

TWO EXPERIENCED grain buyers wanted at stations in southern Minnesota and northern Iowa. Address "B. C.," 1017 Chamber of Commerce, Minneapolis, Minn.

EXPERIENCED TRAVELING MAN wanted to solicit business in Michigan, Indiana, Illinois and Iowa. Address Richardson & Company, Inc., 37 Board of Trade, Chicago, Ill.

MAN WANTED with established trade in Illinois and Iowa to solicit grain consignments and futures for St. Louis house. Must have good acquaintance and furnish first-class references. Address S. E. D., Box 1, Care Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

PARTNER WANTED in a good mill and elevator in good town, good country and where good crops are raised. Box 194, Tecumseh, Neb.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

## GRAIN WANTED.

WANTED—Two cars of White Rice, Shelled Popcorn. Send sample and quote. W. H. Small & Co., Evansville, Ind.

SUNFLOWER, HEMP, MILLET and KAFFIR CORN SEED wanted. Send samples and quote prices. Peru Elevator Co., Peru, Ill.

## GRAIN AND SEED FOR SALE.

SEED FOR SALE—Whippoorwill and Beach Cow Peas and German Millet in limited quantities. Write for prices. Louisville Seed Co., Louisville, Ky.

## TOO LATE TO CLASSIFY.

LINE OF FIVE elevators on Iowa Central R. R., near Omaha, Neb., for sale. Price \$11,000. Aaron Snick, Decatur, Ill.

ENGINE AND BOILER, 15-h. p., for sale; in good condition. Will sell cheap. N. Salisbury, Hiawatha, Kan.

GRAIN, LUMBER and coal business for sale.—My elevators at Britt and Duncan, together with lumber at Duncan, are on the market. Sale must be closed soon if this season. C. M. Gowdy, Britt, Iowa.

FOR SALE—Buckwheat machinery; one No. 2 Cranson's Roller Buckwheat Shucker; one No. 1 Cranson's Scouring, Polishing and Separating Machine; one 30-in. upper runner buhr stone, complete, with all fixtures. All in first class running order. Snyder Bros., Holgate, Ohio.

## ENGINES WANTED

SECOND-HAND 60-horse power engine and 75-horse power boiler, wanted; must be in perfect condition. Address, giving complete description and price, John H. Lynds Grain & Elevator Co., White Cloud, Kan.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

## GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

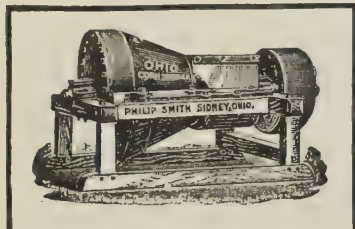
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**COVER'S Dust Protectors.**  
 Rubber Protectors, - - \$2.00  
 Metal " - - 1.50  
 Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.  
**H. S. COVER**  
 153 Par's St., South Bend, Ind.



## No "Shell Game"

Can clean one out of ear corn so quickly, so neatly and completely as

# The OHIO Corn Sheller

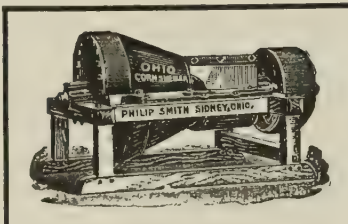
**CLEANS CORN FROM THE COBS**

It plays "the game" with all shelling surfaces chilled.

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

**PHILIP SMITH,  
SIDNEY, OHIO**

Can tell you how his machine does "the trick." Ask him.

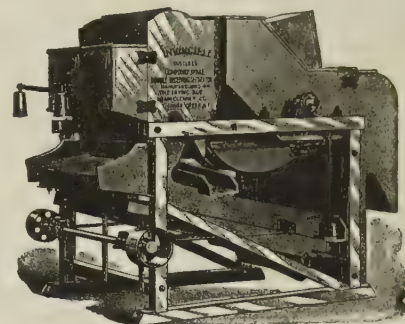


## INVINCIBLE

Compound-Shake Dustless, Double

### RECEIVING SEPARATOR

(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

**The Best Money Can Buy.**

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

**Invincible Grain Cleaner Company**

Invincible Works,

SILVER CREEK. - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.  
 Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.  
 Chas. H. Scott, Nicolet Hotel, Minneapolis, Minn.  
 J. N. Bacon, Balchier Block, Indianapolis, Ind.



## Monitor Fan Separations

*mark the highest type  
of excellence in*

## Grain Cleaning.

The economical and perfect cleaning of grain is the first desideratum of grain dealers and the safest way to attain the desired end is by using Monitor Grain Cleaning Machinery.

We will demonstrate the Monitor superiority by actual 30 day tests in your plant if you are interested in securing the best.

The line includes Monitor Warehouse and Receiving separators and smutters, seed cleaners, flax cleaners, oat clippers and other specialties.

**Huntley Manufacturing  
Company,**

SILVER CREEK, N. Y.



## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,

CHICAGO, ILL.

CHARLES S. CLARK, Manager.

## Subscription Rates.

One dollar per year; Sixty cents for six months, invariably in advance. Fifteen cents must be added for exchange when sending local checks. Single copies ten cents.

To Foreign Countries within the Postal Union, postage prepaid, two dollars per year.

To city subscribers outside carrier limits, \$1.50.

## Advertising Rates:

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

## Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., JULY 25, 1903.

PRIMARY market receipts of wheat continue lighter than usual at this season of the year.

MEETINGS of grain dealers will be held in Sioux City July 28, and at Creston, Iowa, July 31.

FLOOD losses at Kansas City still present involved problems for the grain dealers to struggle with.

KANSAS corn was doing so nicely that the crop experts invented a hot wind and killed the entire crop.

NEW OATS were caught in a thunder storm about a year ago, then forced the old stock into a corner. Are you short?

EXCHANGE on local checks is becoming so burdensome that some merchants are declining to accept without collection fee is added.

CROP REPORTS from different sections of the country are numerous in this number. Read them carefully if you wish to know true conditions.

FIREPROOF country elevators will come sooner than expected, if the stock company fire insurance companies continue to advance their rates.

MINNEAPOLIS has a committee at work preparing for the reception of the largest convention of grain dealers ever held. Are YOU preparing to attend?

THE statement of a farmer's elevator company showing a good profit for the year never certifies to their ability to make a similar report the following year. Most of the earnings are made in spite

of the managers, not thru any shrewdness or foresight on their part. Competent elevator managers can invariably make more elsewhere than farmers are willing to pay.

SCOOP-SHOVEL shippers should hasten to Kansas wheat fields, where farmers are paying five and six times as much for harvest hands as a scooper generally makes.

KANSAS railroads start to move the enormous new crop of wheat handicapped by a car famine. Such chronic incapacity to handle the country's shipping business is intolerable.

IS the carrier the agent of the shipper who sells grain loaded his track or of the buyer who buys the grain loaded shippers track? Who pays for the service performed by the carrier?

A CANADIAN philanthropist is building steel elevators at country stations to be leased to farmers, all oblivious of their curious characteristics. Will they overcome their suspicions and place grain in such a house?

READ your insurance policy carefully before the fire, then you will not void it thru thoughtless action, or accept a contract you do not want or cannot use. After the fire it will be too late to have any changes made in the policy.

OATS near Waterloo, Ia., are reported to be ruined by a new and strange disease, the fields affected presenting a deep red appearance, but bearing no grain. Can it be that the Bohemian oat swindlers sold red oats from the redlands?

READ the news contributed by your brother grain dealers, then send in your contribution. It is your journal, and you want it to have all the grain trade news all the time, so write often and encourage your brother dealers to do likewise.

DID YOU receive your share of this year's free distribution of Government seed too late for planting? Don't kick; you know they would not have grown. Not every government can afford to indulge in so much foolishness every year.

GRADING new grain at country stations is very uncertain at this season of year. That is, it is difficult to classify it just as it will be graded in the central market. A few shipments are needed to learn how new grain will grade. However, judging from reports, all wheat will grade "No. 3 or better," at least.

OUR New Orleans correspondent reports that complaints are being registered against the railroads for not moving loaded or empty grain cars quickly enough. It has never been claimed, even by the railroads of a terminal market, that grain cars were moved quickly. The aim is to take as many weeks as possible to move grain from one point to another of a

grain center. That is the reason the methods used to distribute freight about a terminal forty years ago are still in force. What is accomplished is thru the persistence of the yardmen and in spite of cumbersome methods.

GUESSING on the weight of grain loaded into a car does not leave a shipper in position to present positive proof of his loss in case car is wrecked or robbed. Reliable hopper scales soon pay for themselves in security from unknown losses.

BOYS continue to get smothered in grain bins, because elevator men permit them to use the elevator as a playhouse. In nearly every recent number we have published accounts of one or more accidents of this kind. The only way to be blameless is to bar the boys.

WISCONSIN dealers are coming to recognize the folly of old time methods and supporting the state association with an earnestness that insures its success. The membership is growing rapidly and a majority of the dealers of the state will soon be enjoying the benefits of co-operation.

TESTERS would be in good demand this season, if buyers of wheat insisted upon paying for wheat according to quality. The variation is so great that unless a low price is maintained for all wheat but the country dealer is likely to find it necessary to go down into his pocket to balance his wheat account for the year.

IN STARTING in to buy a new crop, call to mind that no statute or common law requires a grain dealer to hate and fight his competitors. It may satisfy farmer sentiment and no doubt most of them will feed the fire, but hot tempered competition has never been known to please the competitors or swell their profits.

GRAIN BUYERS who insist upon "getting even" with a competitor seldom get ahead at their banks. That is the difference between doing business for profit and for the satisfaction of personal spite. The dealer who is broad and fair enough to consider the welfare of other near-by competitors who must suffer by reason of his boosting prices will readily sacrifice his so-called pride to peace and profit.

ASSOCIATIONS, especially those organized in the grain trade, perform a service for the public which is not to be overlooked. By educating the dealers to fair and profitable methods of conducting the business they make profits more certain and thereby reduce the average margin of profit. By exposing and forcing tricksters out of the business, they greatly diminish the losses of the business, reduce it to a more exact business and make smaller margins possible. By settling trade differences out of court and at a



nominal cost, they relieve the courts of much litigation and effect a further reduction in the cost of conducting business. The trade organizations of this continent are potent factors in the commercial world and surely effect a marked economy in the world's business. Recognition and praise of their service to the public is merited.

POORLY built elevators, the product of post-graduate barn builders, already have commenced to dump their loads. The house which falls in a heap the first time it is loaded, is not so expensive as the inconveniently arranged elevator which forever makes large demands for fuel, time and labor. The advantages of the up-to-date country elevator are not to be overlooked even by the dealer who has just completed an old time house.

MILLERS of Eastern Indiana have served a telling blow to the slothful thrashermen. By leaving sticks, straws and dirt in the wheat the thrashers have been able to increase the number of bushels. Weary of paying for rubbish the millers all offer a premium of two cents for wheat weighing 60 pounds or over, and give the preference to car lots offered by nearby grain dealers. This encourages the grain buyers to test all wheat received and to discourage the farmers in attempting to market screenings as No. 1 wheat.

WASHINGTON surely has at least one enterprising liar serving time as a newspaper reporter. Last week he reported the wheat fields of the Walla Walla valley alive with army worms, and as that story became stale he turned it into a worm of a new species which eats nothing but weeds. "It disdains grain, travels six to eight feet a minute and burrows in the ground." The reporter surely has a bad attack of the disease. We sincerely hope the grain fields of Washington will escape the destructive influences of his imagination and its creeping hosts.

ST. LOUIS waits to improve its weights and the shippers keep on kicking. The receivers want correct weights, so do some of the elevator men, but between the other elevator men and the politicians the shippers get short weights. However, the matter will not be permitted to rest until a decided improvement is effected. Shippers will promote their own interests by insisting upon having grain shipped to St. Louis weighed under the supervision of the Merchants Exchange Weighing Bureau. Then if shortages still occur it will be easy to detect the cause.

RAILROADS which insist upon printing and circulating lists of grain shippers purporting to be located on their lines should be induced to confine such lists to shippers operating grain elevators. If they will not do this then the elevator men

should be plainly marked as having elevators. Regular shippers can help to attain the desired result by addressing the grain traffic manager of the lines they use. The majority of the receivers are not desirous of soliciting business from irregular shippers, but inasmuch as they are unable to distinguish between them, they are forced to waste postage on the irregulars. The associations can take up this work of reform with profit to their members.

IMPROVEMENT of railway equipment would increase the carriers' earnings and reduce the grain shippers' losses. Some shippers will load their grain into any old worn out car and then are amazed at the "nerve of the thieves" in the terminal. Refusing to load grain into bad order cars and protesting to the traffic department, giving initials and number of car, will result in improvement. The Minnesota Chief Weighmaster reported at the Minneapolis meeting that 11,183 cars loaded with grain arrived in that city last year in bad order. No doubt shippers were to blame for some of them, as some were poorly coopered, but inferior equipment and careless agents were mostly to blame.

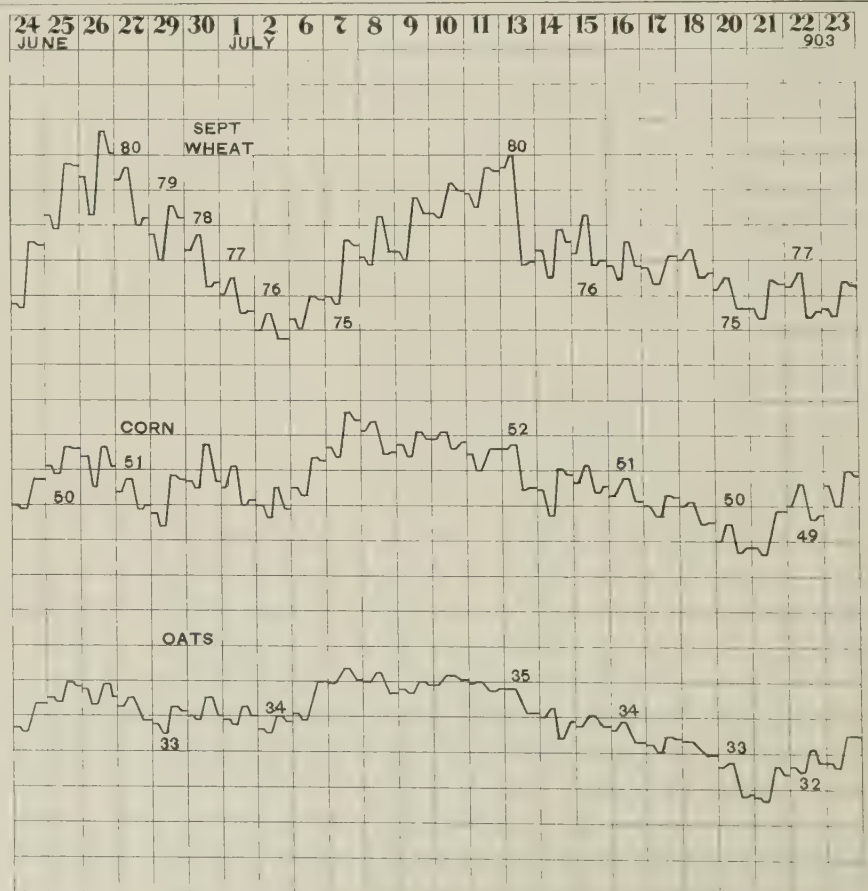
DEMAND drafts attached to bills of lading should be paid or protested. Let the disturbers of the Southeastern markets do business according to the methods in vogue elsewhere in the grain trade, or get out. Some of the responsible Southeastern buyers complain that these small shysters speculate with the shippers' money oftentimes at heavy cost to the reg-

ular dealers of their markets. They buy regardless of prices or demand. If the market advances, they accept the shipment; if it declines, they reject it. The Grain Shippers Club has a big contract on its hands, and may fail, but the aggravating abuses forced upon shippers to the Southeast are of sufficient weight to keep the sufferers working for relief until it is obtained.

RECEIVERS are not eligible to membership in most of the state and local associations and it would seem right that these associations be left untrammelled by any influence except that which makes solely for the advancement of the business interests of country grain shippers. Shippers have always welcomed the receivers to their meetings and given them the freedom of the floor. To permit them to vote and hold office would bring them no returns for their money. The state and local associations were not organized for the purpose of promoting the business interests of the receivers and track buyers, and in fact have their hands full with the shippers' troubles, so should not be asked to look after the grief book of the men whose business interests are only in the terminals. All of the state and local associations save one is affiliated with the National Asso, so by attaining membership in the National the receivers and track buyers are made honorary members in the local associations. This should satisfy.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for one month preceding July 24 are given on the chart herewith.





## Asked— Answered

### REGULAR ONLY AT ELEVATOR.

Grain Dealers Journal: Is a man doing a scoop shovel business at a point where there is no elevator objected to by the asso.? We were members of the asso., but sold our elevators, and for a few months I contemplated scooping at a point without an elevator.—Fred Baum, Matthews, Ind.

Ans.: Scooping at a point not having an elevator will surely interfere with the business of regular elevator men at nearby stations. A grain dealer is regular only at the station at which his elevator is located.

### PROTECT BROKER.

Grain Dealers Journal: I have been reading in the Journal for some time a great deal about the elevator man and the scoop shoveler, in which the elevator men think the scoop shoveler does not have a right to do business at a point where there is an elevator.

From that point of view I want to ask: Is it right for the elevator men to quote prices to the retailer at a less figure than they do to a regular broker who is trying to sell grain and hay to the retailer?

Would it not be more in keeping with the other side of the question if the elevator men were to make it a point to send their quotations to the brokers in a town or city instead of to the retailers? In that way they would be able to get a better price for their grain.

I believe other brokers have the same complaint to make. I would like to hear from them on the subject thru the columns of the Grain Dealers Journal.—J. H. Kinkead, Fairmont, W. Va.

### BANK IS OWNER.

Grain Dealers Journal: The question asked by C. A. Burks in the Journal, July 10, regarding the actual ownership of grain against which drafts have been discounted, is an important one, and well worth thoro discussion. In our opinion the bank discounting the draft is the actual owner of the property, until such time as the shipper repays the amount received and takes possession of the grain.

We have had some experience in the matter, and have had our bank to sue and collect claims where parties refused payment without cause, and we have also repaid and taken possession of grain against which drafts have been discounted.

In case of failure of shippers, there can be no question as to the bank being the actual owner, as that would be the only security they had, while the shipper had received his money and could have no claim either in law or equity, against the contents of the car covered by B/L and turned over to the bank.—Loudon & Co., Cincinnati, O.

Grain Dealers Journal: I think would greatly depend upon conditions. If the bank did really purchase the grain and the B/L was given for the car sold it would be supposed that the seller would guarantee the weights and grades, as all grain dealers know that when selling grain that they sell a certain grade at a certain price f. o. b. or delivered, and must guarantee grades and weights to a certain

condition. It would be foolish to think that a bank or any one would make a purchase without any conditions or guarantee from seller.

If the shipper merely gave the bank the B/L and requested to make draft for the car for a certain amount, and the draft was not to be honored, as is often the case, it would be charged back to the shipper. In case of this kind the bank is only acting upon the shipper's instructions and could not be held responsible or called the owner, as it was only following the instructions given by seller. No bank can become the owner unless there was an agreement entered into or a sale made to the bank; then it would be the owner, but we doubt very much if any bank would make a purchase without any guarantee from seller.—A. H. Good, Jenera, O.

### PICRIC ACID IN GASOLINE.

Grain Dealers Journal: I have read in the Journal, July 10, page 49, about mixing picric acid with gasoline to be used in gasoline engine to develop more power.

How much picric acid should be put in one gallon of gasoline and how great is the danger of picric acid? Where can I get picric acid, and what is the price of it?—Bernard Schmit, Watertown, S. D.

Ans.: Dissolve 3-10 (three-tenths) of a pound of picric acid to the gallon of gasoline. This proportion has given good results in tests made by Fairbanks, Morse & Co. Gasoline will absorb about five per cent of its weight of picric acid. The mixture should be strained before using, and it is a good plan to stir if it has stood long.

Picric acid is a yellow solid. It is sold in 112-pound boxes at 37½ cents per pound, by Morrison, Plummer & Co., Chicago. Ten pounds at 45 cents; less, at 50 cents, per pound. The acid will not explode spontaneously, and is not more dangerous than gasoline.

### SALE CONTRARY TO ORDERS.

Grain Dealers Journal: On December 9th and 11th I shipped two cars of oats to a firm in Pittsburg. I was bullish on oats and knew the congestion of freight and I wrote like this: "I expect these oats to bring about 40 cents by the time they get in. Don't sell till they arrive."

The first car got in promptly and I received a statement, not an account of sales, that they had graded extra 3 and sold at 36½, that being the market at that time. That was all right for that car, and not hearing of them selling the second car, I hoped it was lying in somewhere, as oats were going up.

About January 26th I received the account sales for the two cars, both at 36½ cents. Being suspicious, I had the railroad company look up when the cars were delivered to them, and they report that the car was not delivered until January 14th. This wud have brot me in on about a 42 or 43-cent market.

I think I have a claim of about 6 or 7 cents for 1,450 bus. Now, how had I best proceed? Can I, if I go down there, trace the car and find the parties they sold to, or wud it be best to confront them with the facts and make a demand upon them for the difference? Could I lay the matter before the Exchange, with any good in case they do not accede to my demands, or wud it be cheaper and better to try by correspondence to have them right the matter, and if they don't, let it go and quit them?

I think I have a clear case, as my in-

structions were very explicit, and they were plainly trying to steal just that much from me. Wud appreciate all information possible.—Hoosier.

## Letters From Dealers

### WON FIRST PRIZE.

Grain Dealers Journal: The Journal's check for the \$25 first prize has been received, for which accept thanks.

It was unexpected, as I realized I was entering a contest with about as shrewd a lot of business men as the country could produce in that line, and I credit it more to luck than science.—Geo. A. Tucker, Geneva, Ia.

### SELLER NOT RESPONSIBLE FOR CARRIER'S SHORTCOMINGS.

Grain Dealers Journal: I notice you have published several replies to a query asking regarding the liability of a shipper who sells, his track, for the delivery of grain at destination in good condition. I do not agree with any of your correspondents.

The shipper sold the grain, his track. The minute he loaded it into a car he performed his part of the contract. The carrier was not his agent. It performed the service of transporting the grain for the buyer, and the buyer paid for the service. Consequently the carrier was responsible only to the buyer for any dereliction on its part, as to performing the service paid for. The shipper who sold his grain, his track, performed his part of the contract when he loaded the grain into car. The buyer in honoring his draft in payment for the grain, accepted transfer of title upon sealing of car door. Had the car been wrecked and destroyed in transit, the buyer would have collected damages from the carrier. The shipper would have had no interest in the matter. If my view of the matter is not right I would be pleased to know it.—A. B. T.

After the Flood.—"I will be greatly obliged," advertises a farmer in the Wamego Times, "if the owner of a large sand bar will come at once and remove the same from the place where I would like to replant some corn."—Kansas City Star.

Just the Idea.—"The man that runs this 'Answers to Correspondents' column is stupid. I wrote to know if it was etiquette to remove your hat in an elevator." "What was the reply?" "He wanted to know if I meant grain elevator."

Fortunately America promises to have another good crop with a surplus about equal to that shipped during the past 12 months, or one might well give way to a feeling of consternation, as the average surpluses available in Southeastern Europe and Argentina appear almost insignificant.—Liverpool Corn Trade News.

A ruined life.—"What became of your brother Charles? I regarded him as a very promising young man." "I'm ashamed to tell you! He fell into bad company, went from bad to worse, engaged in the scoop-shovel business and finally landed in the penitentiary for the forgery of a bill of lading."



## Books Received

HESSIAN FLY IN MISSOURI. The most recent contribution to the literature of the Hessian fly is Bulletin No. 62 of the agricultural experiment station of the University of Missouri, which has been published to give farmers the information that their inquiries show them to be lacking. Without a knowledge of the habits and life history of the dreaded insect no attempt to exterminate the pest can be successful. Entomologist J. M. Stedman explains under what conditions the different remedies of burning the stubble, plowing it under, or late sowing, should be resorted to. Varieties of wheat having a strong, hard stem will resist the fly to a great extent. Such varieties are Clawson, Underhill, Mediterranean, Red May and Rep Cap. Illustrated, 21 pages.

## A Corn Rush at McMillen's Elevator.

Whether because their minds are swayed by the same impulse or because all at the same time seek to take advantage of unexpected improvement of the roads, or a rise in the market, it often happens that farmers will come in swarms to unload their grain at the elevator.

The fotograf reproduced herewith shows the approaches to the elevator of J. W. McMillen & Sons at Van Wert, O., during a rush last winter, when 58 teams



McMillen's New Elevator at Van Wert, O.

were waiting to dump. For some time previous the elevator had been running steadily night and day.

Ipswich, S. D., July 23.—Crops are very spotted in this section, but in the whole very short. Wheat will go from 6 to 8 bus. to the acre, for acres planted. No flax here. Corn is looking well but not much planted. Barley rather short and light.—R. F. Finch.

## The Screw Conveyor Car Loader.

In order to load some cars to the minimum demanded by the railroad companies some form of car loader is very useful. When the loading spout has no great fall a car loader is almost absolutely necessary.

The screw conveyor car loader which



Loading Car With Screw Conveyor Loader.

is shown in the engraving given herewith possesses advantages that have made it popular with users. It conveys the grain up grade, forcing it into rotary at center and top of car, loading the car to roof at center as well as at ends, and requiring the minimum speed and power.

The standard size, 21-in. rotary, has a maximum capacity of 2,000 bus. per hour, requiring 1 to 3 h. p. Since the weight is only 125 pounds it can be easily handled by one man with the block and tackle furnished. Where only one chute is to be loaded from, this loader is supplied mounted on 4 small wheels running on a track extending from the inside of the building into the car. In this case the drive is by belt and gear.

Additional information will be supplied by the manufacturers, the Iowa Grain & Mfg. Co., of Odebolt, Ia.

## Late Crop Reports.

Itasca, Ill., July 24.—Crops in this territory are in fair condition.—O. A. Franzen.

Lapeer, Mich., July 22.—Wheat, none for shipment. Rye, 50 per cent of an average; oats, 90; barley, 80.—E. C. Roberts.

Osakis, Minn., July 23.—Condition of crops in this vicinity: Wheat, 85 per cent; barley, 90; oats, 95; corn, 80; flax, 95.—John B. Johnson.

Tappen, N. D., July 23.—Grain in rather poor condition; reason, drouth. Flax fairly good condition yet. Weather, warm and dry.—J. Klundt, agt., Power Eltr. Co.

Huron, S. D., July 23.—Crops are good here, better than last year. Wheat, oats, barley and corn nearly perfect. Crop damaged little by dry weather.—Mgr. Huron Milling Co.

Lennon, Mich., July 23.—Wheat is good but very small acreage. Oats are good and a large acreage. Beans are 2 weeks late and about same as last year in acreage but hurt some by too much wet.—F. A. Hamlin.

Iroquois, S. D., July 23.—Crops of all kinds in territory tributary to this town are good; above the average and from all authentic reports So. Dakota's entire crop is very good. Farmers jubilant.—J. L. Stoner.

Hornick, Ia., July 24.—The crops in this section of the state are very poor; just in this immediate section, have nothing to speak of; had too much rain. North and east of us for 7 or 8 miles will make half a crop; that land is more hilly.—Medberry & Darnell.

Irene, S. D., July 23.—Wheat is depreciating fast, caused by blight; heads dying bad; estimate crop at not better than 10 bus. Oats are very heavy and without accident will be a big crop. Corn is in good condition and if we have no early frost will be a good crop.—J. Burt, agt., Duluth Eltr. Co.

The screw conveyor is inclosed in a tube with a fan on the end of the conveyor shaft incased in a drum having adjustable openings at top and bottom.

A valuable feature of this loader is the ease with which it can be adapted to more than one chute. Its rope drive is extended up to the top of the elevator 25 or 30 feet and is utilized also for an extension of the belt to farther chutes. One or both ends of the car are loaded at the same time.



## New Chamber of Commerce Building at Minneapolis.

Regular grain dealers who are so fortunate as to attend the annual meeting of the Grain Dealers National Asso. in Minneapolis, Minn., Oct. 6, 7 and 8, will inspect one of the finest grain exchanges ever erected.

The Minneapolis Chamber of Commerce was organized in the fall of 1881 and the following year its progressive members

The new building is just across the alley from the old one and connected with it by a covered passageway at the 4th and 5th floors. The new building is 132x157 feet, 10 stories and basement. It is built of gray brick with terra cotta trimmings. The main entrance, which is shown in this number, is quite handsome.

The entrances lead into spacious corridors where are located the five elevators. One of the elevators stops only at the 1st and 4th floors. A rich white marble stairway rises beside the elevator shafts.

punctillious critics. Its floor area of 10,000 square feet, and its high ceiling without a column or pillar to intercept the view gives a room perfectly adapted to the needs of the members.

A gallery extending around the end of the hall occupied by the cash grain tables is open to the public and is accessible from the 5th floor of either the new or the old building.

Twenty-five large birch tables are provided for the samples of the cash grain men. At one side of these, space is en-



New Minneapolis Chamber of Commerce Building.

began to arrange to build a permanent home. In 1884 it moved into what is now the Old Chamber of Commerce building shown on page 86 of this number. Altho this structure was 90x150 feet, 5 stories, the Exchange long since outgrew it. Several years ago it was decided to erect a building more in keeping with the needs of members, with the result that the Minneapolis Chamber of Commerce today has a magnificent modern building, complete in every convenient appointment known to the progressive architect, arranged especially to promote the comfort and to facilitate the business of members.

On the first floor are offices for the President, Secretary, Board of Directors, barber shop, news stand and a branch post office. Above the first floor the offices are arranged on about the same plan with wide, well lighted corridors, except that no offices are above the large trading room. The inside section of the building containing the trading room rises only to the 7th story, the 4th, 5th and 6th stories being occupied by the exchange hall.

The trading room, of which several different views are presented in this number, delights the eye of even the most

closed by large brass bars designed as a pen for flax seed traders who wish to make deliveries.

On the same side of the room beside the wheat pit another space is enclosed for the feed dealers. They take more kindly to their quarters than do the flax traders.

The wheat pit is three steps high, 31 feet in diameter. Blackboards extend across the far end of the hall and on them are posted the quotations from the outside markets. Below the blackboards are 29 telephone booths with automatic signal lights above the blackboards.

To the right of the main entrance is the



long marble counter of the telegraf companies.

The high wainscoting of the trading room is of green marble. The deep beamed ceiling is richly decorated with colored panels and ornamental plaster work. The walls of the room above the gallery are ornamented with artistic panels, some of which are shown on pages 84 and 85.

Smoking room and check room adjoin the trading room. The smoking room is the special pride of the members who can find time to win a game of checkers. Its furniture, finish and decoration all conform to an effective color scheme—all being of dark wood.

The heating and ventilating of the building is up-to-date in every feature. Air, in summer time, is drawn into large fans in the basement thru a sheet of falling water and then forced into the different rooms of the building. In winter time the air is heated both before and after it passes thru the falling water. A lower temperature is maintained in summer, an even temperature and purer air thruout the year.

The building also has an independent electric lighting plant.

That the members of the Exchange are fully justified in feeling proud of their new building every dealer who attends the annual meeting of the National Asso. will readily admit.

Buckwheat exports for the 11 months prior to June 1 amounted to 117,761 bus.; compared with 718,931 bus. for the corresponding months of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

Exports of malt during the 11 months prior to June 1 amounted to 313,885 bus.; compared with 362,214 bus. for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

Rice imports into the Philippine Islands for the 7 months prior to Feb. 1, amounted to 370,305,265 pounds, compared with 210,763,186 pounds for the corresponding

period of 1901-2, as reported by the War Department.

Exports of foreign beans and peas during the 11 months prior to June 1 amounted to 41,172 bus., compared with 78,109 bus. for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

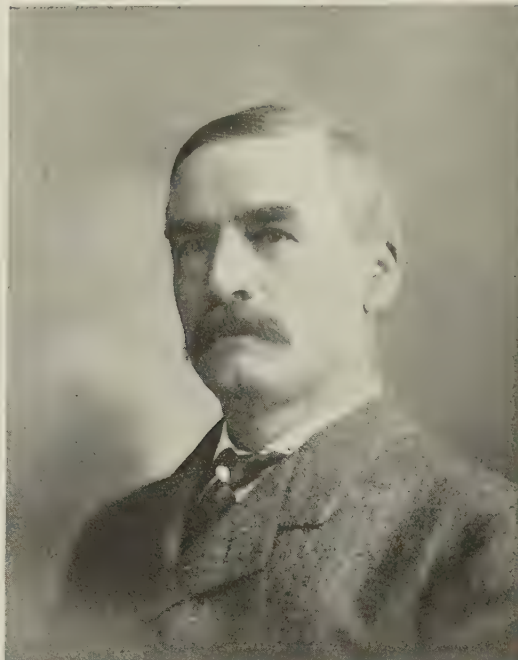
Exports of corn oil during the 11 months prior to June 1 amounted to 3,387,982 gallons; compared with 3,908,232 gallons for the corresponding months of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

Crop conditions on July 1 are reported by John Hyde, statistician of the Department of Agriculture, as 80 for spring and winter wheat combined; 84.3 for oats;

86.8 for barley; 90.2 for winter, and 88.3 for spring rye.

Imports of rice, rice flour and meal, and broken rice for the 11 months prior to June 1, amounted to 155,215,073 pounds; compared with 143,058,823 pounds for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

New Orleans has taken the lead over all other ports in the exports of grain. Fred Muller, secy. of the New Orleans Board of Trade, has compiled the following statement of shipments from 6 principal ports during the fiscal year prior to July 1: New Orleans, 32,257,000 bus.; New York, 31,150,000 bus.; Baltimore, 23,621,000 bus.; Galveston, 20,655,000 bus.; Philadelphia, 13,571,000 bus., and Boston, 11,375,000 bus.



James Marshall, President Minneapolis Chamber of Commerce.



Main Entrance of New Chamber of Commerce Building, Minneapolis.





F. W. Commons, 1st Vice-Pres.  
Minneapolis Chamber of Commerce.

The division of statistics of the Department of Agriculture was raised July 1 to the rank of a bureau.

The flaxseed crop of British India, harvested in the spring of 1903, is 15,503,000 bus., compared with 10,072,000 bus. a year ago.

The acreage of flax was reported by the Department of Agriculture July 10 as 500,000, or 13.5 per cent less than last year. The condition is 86.2.

Imports of beans and peas for the 11 months prior to June 1 amounted to 1,064,676 bus., compared with 863,374 bus. for the corresponding period of 1901-2.

## Minneapolis Committee Appointed.

In the absence of President James Marshall, First Vice-President F. W. Commons has appointed the following as a General Committee to have charge of the work of entertaining the visiting grain dealers Oct. 6, 7 and 8:

Chairman, J. L. McCaul, Fred B. Wells, C. C. Wyman, Chas. Wenzel, E. S. Woodworth, R. Troendle and A. F. Brenner.

This committee will select sub-committees to provide funds, halls and entertainment for the visitors and to direct the work of caring for the large number of grain dealers who will attend the annual meeting of the National Asso. The Secretary of the National estimates the attendance at 2,000 dealers.



P. B. Smith, 2d Vice-Pres.  
Minneapolis Chamber of Commerce.

## Daily Journal at Minneapolis.

As has been our custom heretofore at meetings of the National Asso. we will publish the Grain Dealers Journal daily at Minneapolis during the annual convention.

All regular dealers in attendance at the meeting will find it on their breakfast tables early Oct. 6th, 7th and 8th. Copies by mail 5 cents each.

Linseed oil cake exports for the 11 months prior to June 1 amounted to 501,914,012 pounds; compared with 536,875,457 pounds for the corresponding period of 1901-2.

## Association Headquarters at Minneapolis.

Headquarters for the National Asso. during its annual meeting at Minneapolis will be at the West Hotel. All officers have secured accommodations at this hostelry, which can accommodate between 700 and 800 dealers.

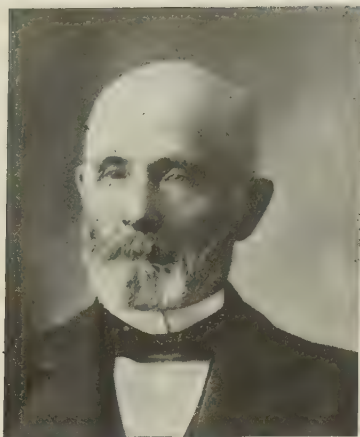
Its large office will afford the dealers a luxurious place to assemble between sessions.

The condition of the rice crop in the United States July 1 was 95.3.



Entrance to Elevators on First Floor New Minneapolis Chamber of Commerce Building.





G. D. Rogers, Secy.  
Minneapolis Chamber of Commerce.

### *Objects of Chamber of Commerce, Minneapolis.*

The objects of the Minneapolis Chamber of Commerce as stated in its articles of incorporation filed Oct. 19, 1881, are: "To facilitate the buying and selling of all products, to inculcate principles of justice and equity in trade, to facilitate speedy adjustments of business disputes, to acquire and disseminate valuable commercial information, and, generally, to secure to its members the benefits of co-operation in the furtherance of their legitimate business pursuits, and to advance the general prosperity and business interests of the city of Minneapolis."

Another of its objects is to entertain the visiting members of the Grain Dealers National Asso. so royally next October they will thereafter insist upon confining all their dealing to Minneapolis.

### *King's Crop Report.*

C. A. King & Co., of Toledo, O., in their annual crop report issued July 21, condense 4,413 reports as follows:

Kansas has the largest wheat crop any state ever raised. Missouri has only half as much as a year ago. Ohio and Indiana about sixth less; Illinois about third less, while Michigan expects as much as a year ago.

Michigan is the only state which says the present prospect is as favorable as the expectations of a month ago. Missouri, Ohio and Indiana are somewhat worse. Kansas and Illinois are a trifle less favorable.

Quality promises to be excellent; 2,285 say about three-quarters of the crop will probably grade number two; 960 say about half, while only 780 think it will be poor. Kansas, Ohio and Indiana have the best, while Illinois and Missouri do not average quite as good.

Fully half of the reports say farmers will sell freely early. Kansas farmers will sell the most freely. Ohio farmers are more inclined to hold. Farmers in the other four states are rather evenly divided about selling early. Crop is late. Our reports indicate farmers are not as anxious to sell as they were a year ago.

Exports for the 11 months prior to June 1 included 507,560 pounds of rice and 18,369,236 pounds of rice bran, meal and polish; compared with 596,285 pounds of rice and 28,800,913 pounds of rice bran, meal and polish for the corresponding months of 1901-2.

The acreage of corn as reported by John Hyde, statistician of the Department of Agriculture, July 10, was 89,800,000, a decrease of 4,200,000 from last year. The condition July 1 was 79.4, compared with a 10-year average of 89.8.



J. H. McEnary, Asst. Secy.,  
Minneapolis Chamber of Commerce.

### *Mill Owners Mutual of Iowa.*

The 56th semi-annual statement of the Mill Owners Mutual Fire Insurance Co., of Des Moines, Ia., shows the company to be in excellent condition. The surplus over all liabilities on July 1 was \$308,320.69.

The amount of insurance in force was \$4,442,550, and of deposit notes, \$179,841. During the six months the company received \$44,665 from assessments, and \$4,393 from interest. Losses paid during the half year aggregated \$54,746, and since the organization of the company, April, 1875, \$937,022.25. Besides the deposit notes the company has \$126,522.10 of first mortgage loans, and other assets, making a total of \$322,054.02. Against this there is only \$13,733 of liabilities, consisting principally of losses not due.

Exports of beans and peas during the 11 months prior to June 1 amounted to 215,254 bus., compared with 301,117 bus. for the corresponding months of 1901-2.



The Richly Decorated Trading Room of the Minneapolis Chamber of Commerce.





One Morning on the Trading Floor of the Minneapolis Chamber of Commerce.





Decorations Above Gallery in Trading Room Minneapolis Chamber of Commerce.

## Grain Carriers

The Des Moines, Iowa Falls & Northern has been completed to Iowa Falls.

Interstate rates on grain, hay and flour have been reduced by the Alabama Railroad Commission.

The Canadian Northwest Steamship Co. has been incorporated with \$1,000,000 capital by G. T. Marks and others.

The first cargo of new wheat has just been shipped from Toledo. The 60,000 bus. were loaded July 16 into the steamer Montecagle for Buffalo.

Track has been laid for 1-5th of the 123

miles road being constructed from St. Louis to Cape Girardeau, Mo., by the St. Louis, Memphis & Southeastern.

Cars and engines are not being ordered so liberally as last year by the northern and western roads. The Southern Ry. will build 147 locomotives, and has ordered 90 of one builder.

It is said the Ann Arbor road will make Milwaukee its western terminus, now that the Pere Marquette has shut it out of Kewaunee. The Ann Arbor line has a 300,000-bu. elevator at Frankfort, Mich., where western grain is transferred into cars for shipment east.

The Canadian government has chartered the steamer Neptune to convey a scientific expedition to Hudson's Bay to determine the feasibility of shipping the grain of western Canada by an entirely new route. The grain fields are only 500 miles distant from the salt water of Hudson's bay,

which could be reached by canalizing one of the rivers or building a railroad.

By building a side track and incorporating it as a railroad a grain elevator operator can enjoy the privilege of delaying cars on his track at a penalty of only 20 cents per day, while common shippers are required to pay 5 times the amount. Some of the large manufacturing trusts are reported to have organized railroad corporations with the object of obtaining the privilege.

Options on most of the canal boats on the Erie Canal have been obtained by the Inland Transportation Co., of New York, which proposes to install a system of chain hauling as soon as the state legislature grants a franchise. The chain system has been used in the canals of Germany with the greatest success for 37 years. Anchored in the bed of the canal is a chain by which the steamer pulls itself along

## DIRECTORS OF THE MINNEAPOLIS



G. F. Ewe.



G. F. Piper.

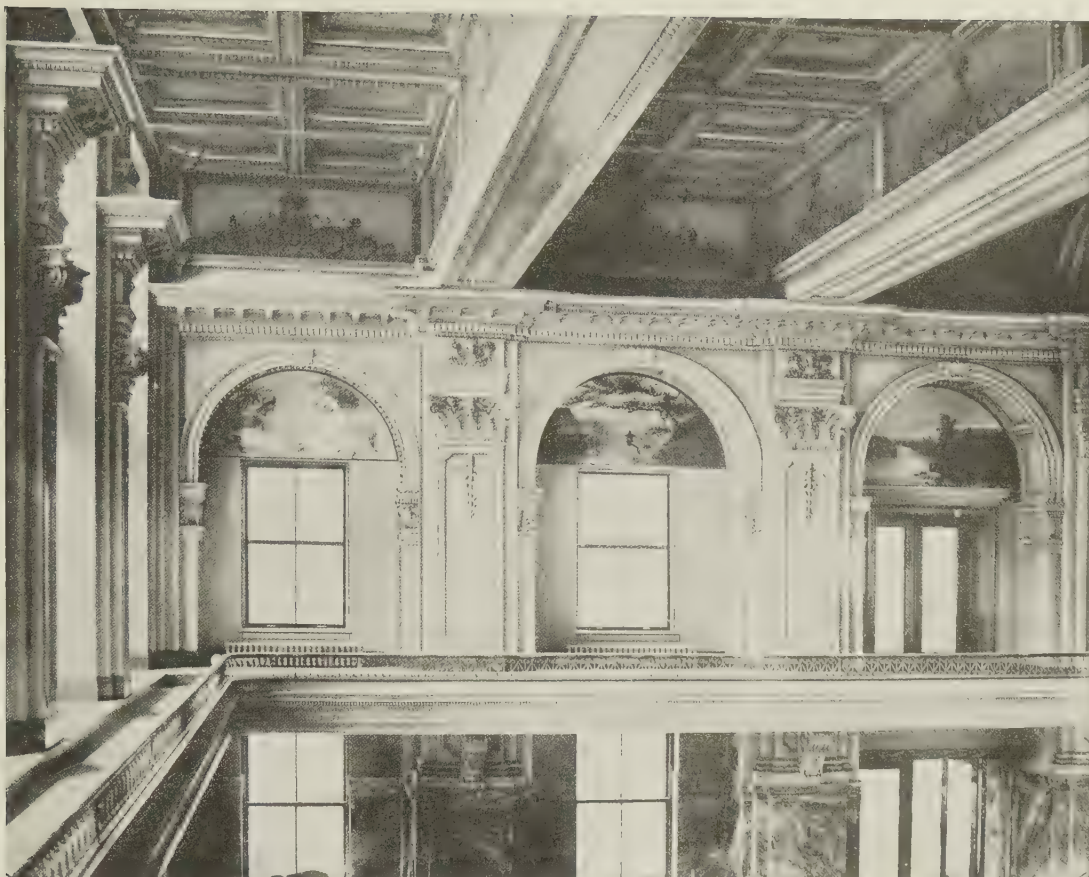


J. L. Tracy.



H. L. Little.





Ceiling and Wall Decorations in Trading Room, Minneapolis Chamber of Commerce.

towing 25 barges. The towboat has no propellers to create a current against the tow.

The Eagle Mill Co., of New Ulm, Minn., has asked the Minnesota Railroad and Warehouse Commissioners to grant relief from the demands of the railroads for \$415 demurrage. The road charged the company \$1 per day for every car that stood on the track unloaded. The mill company claims the cars were not furnished at the time agreed upon, and when set in on the track there would be several cars when there should have been 1 or 2.

One of the important railway extensions in grain territory that will go into operation this year is the branch of the Great Western from Fort Dodge, Ia., to Council Bluffs. The road passes thru several towns having grain elevators, besides which a number of new stations are to be established and named. Elevators will be

built at the new stations. Rails have been laid to Council Bluffs, but the ballasting remains to be done, so that regular operation can not begin before Aug. 15.

The Interstate Commerce Commission has dismissed the complaint of S. S. Daish & Sons, of Washington, D. C., against the Cleveland, Akron & Columbus and the Baltimore & Ohio roads. In one case complained of the Commission found that the delay in arrival enabled the firm to sell a car for \$2 to \$2.50 more. The commission found that the embargo was enforced on all shippers of hay alike, consequently no discrimination resulted by reason of any of the acts complained of.

Holders of old crop oats are having trouble to dispose of them with a new crop of splendid quality coming on.

Farmers had 42,500,000 bus. of wheat on hand July 1, as reported by John Hyde,

statistician of the Department of Agriculture.

A fungus for inoculating chinch bugs is being distributed to farmers by the Ohio experiment station at Wooster.

The remarkable decline in the price of flaxseed is expected to bring the cost of linseed oil down near 30 cents per gallon.

A gas producing plant for engines recently was exhibited at a London show. The plant occupied a space 6x10 ft. The gas is made from coal.

Exports of broom corn for the 11 months prior to June 1 were valued at \$199,910; compared with \$234,808 for the corresponding months of 1901-2.

I have always considered corn a high price at 50 cents or over and only extreme conditions can maintain it above that level.—Edward G. Heeman.

## CHAMBER OF COMMERCE.



Samuel Morse.



C. C. Wyman.



B. H. Morgan.



W. A. Freemire.



A. M. Woodward.



## Supply Trade

W. H. Johnson will travel in Oklahoma and Texas for the Howe Scale Co.

Advertising is the fertilizer that prepares the ground for another and better crop.—Judicious Advertising.

The Dodge Mfg. Co., of Mishawaka, Ind., has increased its capital stock from \$500,000 to \$1,000,000, out of the surplus earnings.

The intelligent faces in the fotograf of the 50 employes of Bradley, Alderson & Co., Kansas City, Mo., account for the firm's success with the Columbus Gasoline Engine.

Herman Kurth, Jr., was arrested recently at Portland, Ore., on the charge of swindling. With Kurth, Sr., he will be remembered as an organizer of the Chicago Cereal Co.

"Maria, You Won't Jump on Me When I Get Home" is the title of an interesting leaflet written by a grain dealer; published and circulated by Holbrook & Co. Copies can be obtained by addressing their Minneapolis office, 305 3rd St. So.

Thomas Chalmers, father of W. J. Chalmers, chairman of the executive committee of the Allis-Chalmers Co., died July 13. He was the founder of Fraser & Chalmers, which firm was recognized as the world's largest producers of mining machinery.

The Midland Machinery Co., of Minneapolis, Minn., has removed to a better location opposite the old Chamber of Commerce, and is installing new machine shop equipment, which will add greatly to its facilities for promptly executing special work. The company's business is steadily increasing; the amount so far this year being double that of 1902.

The manufacturer who says, "Everybody knows me," is always mistaken, even in the sense intended, and if he will take a census of those who know him, after five or ten years without advertising, he will find that most of those who remember him at all are under the impression that he has gone out of business. Prestige is often only another name for petrification.—Printer's Ink.

The Commercial Museum which has been established at Manila by the United States Philippine Commission invites the attention of manufacturers and shippers to the opportunity to exhibit in the Museum, free of charge, such articles as are suitable for the markets of the Islands. The Museum also enters in a card catalog, open to the public, all information sent by manufacturers regarding their products, prices and discounts.

Numerous improvements have been made in the new sales office and show room of the Witte Gas & Gasoline Engine Co., at 47 So. Canal st., Chicago, in charge of the secretary and manager, H. S. Rainsford. There is an air of hustle and business activity permeating the entire establishment. They are receiving carload shipments of engines at frequent intervals, which indicates a prosperous business. They expect, we are informed, in a short time to have a permanent exhibit of their engine pumping water in their spacious window, which will be one of the interesting sights of Canal st. Hav-

ing recently contracted for such supplies as dry cells, magnetos, spark coils, etc., in very large quantities they are capturing the trade of a large number of the dealers and bid fair to develop an important business along this line. Any of the grain dealers who care to call on them will be received cordially and every opportunity given to inspect their engines.

C. D. Holbrook & Co., of Minneapolis, Minn., have issued catalog No. 9 of grain elevator and mill machinery and gasoline engines. This 100-page book is not a mere collection of illustrations and prices, but contains reading matter calculated to assist the non-expert user of grain handling machinery to judge for himself the comparative merits of similar appliances. Everything needed in or about an elevator is listed, including many articles not found in other catalogs. A copy will be mailed readers of the Grain Dealers Journal upon application.

Eight separators having a capacity of 80,000 bus. per hour have just been completed by The S. Howes Co., of Silver Creek, N. Y., for the Canton Elevator of the Northern Central Railroad at Baltimore, Md. These are the largest separators ever built. While the company is frequently called upon to produce for their customers special cleaners of various styles and of unusual capacity, this is the first instance where an attempt has been made to produce separators of such an enormous capacity, and is expected to stand as the record for big machines.

The Huntley Mfg. Co., of Silver Creek, N. Y., makers of the well known "Monitor" line of grain, seed and flax cleaning machinery, is passing thru one of the busiest times in the history of the company. Orders have been coming in very rapidly for the past 60 days, and the number of inquiries received in June exceeded those of any previous month. Improvements which have been in progress for the

past several months are about completed, enabling the company to fill orders without delay. Buyers in the market for grain cleaning machinery, will doubtless find the catalog of the Huntley Mfg. Co. of interest. It will be sent upon request.

Late sales of Boss Car Loaders by the Maroa Mfg. Co., of Maroa, Ill., include shipments to the following: Seaward & Rakestraw, Fairfield, Ind.; John C. Young, Michigantown, Ind.; Goodrich Bros. Hay & Grain Co., Gadsden, Ind.; Goodrich Bros. Hay & Grain Co., Jolietville, Ind.; Aaron Gardner, Cottage Grove, Ind.; Osborne, Dillen & Sellers, Frankfort, Ind.; Henderson & Friedline, Clymers, Ind.; Decatur Elevator Co., Cerro Cordo, Ill.; Collins & Smith, Westridge, Ill.; Farmers Grain & Supply Co., Prosser, Neb.; W. H. Council, Williamsville, Ill.; Geo. Peck & Sons, Monticello, Ill.; U. G. McCoy, Wheatland, Ind.; J. & J. Leas, West Alexandria, Ind.; Stanley & Witt, Boston, Ind.; Westhoff Grain & Mercantile Co., O'Fallon, Mo.; Allen & Welton, Wheatland, Ind.; Harry Allen, Broadlands, Ill.; Dunlap & King, Franklin, Ind.; A. L. Stanfield, Edgar, Ill.; H. W. Johnston, Huntsville, O.; Wilson & Kaufman, Plain City, O.; J. M. Neer, Marion, O.; Hoosier Glass Sand Co., Coxville, Ind.; Farmers' Grain Co., Tabor, Ill.; M. A. Current, State Line, Ind.; Moberley Bros., Mt. Auburn, Ill.; Sharp Bros., Congerville, Ill.; Model Milling Co., Celina, O.; Palmer & Miller, Celina, O.; W. E. Waite, Glenarm, Ill.; G. E. Allinger & Son, Jackson Center, O.; Parsons & Edwards, Philo, Ill.; Lodge Grain & Coal Co., Lodge, Ill.; M. F. Murphy & Co., Bates, Ill., and Rockford Milling Co., Rockford, O.

The New Baltic, the palatial exchange of the grain and shipping trade of London, was opened Apr. 21, with appropriate ceremonies. Its cost complete will be \$2,500,000.



Old Minneapolis Chamber of Commerce Building Remodeled into Offices.



## Seeds

C. G. Gamble, of Dahlgren, Ill., reports red top seed good. Sunflower light acreage; condition good.

The condition of clover and timothy July 1, as reported by John Hyde, Chief of the Agricultural Bureau of Statistics, was 84 per cent.

months of 1901-2, as reported by the War Department.

Clover seed crop has secured a very good start. It looks better than a year ago, when later it did not fill properly. Crop is later than usual. Prospects are very good in Indiana, good in Ohio, Illinois and Missouri, and not quite so good in Michigan.—From the annual crop report issued July 21 by C. A. King & Co.

Seed exports for the 11 months prior to June 1 were: 15,522,497 pounds of clover seed, 4,087,818 bus. of flaxseed.

fields about two weeks later than usual, which is not favorable for the production of seed. Everything, however, will depend upon the weather for the balance of the season, and whether the second cutting escapes the ravages of the clover midge or weevil, which last year destroyed the greater part of the seed crop in Canada.

## Burning of Elevator at Keota, Ia.

Reproduced herewith is a photograph of the elevator of Smith & Lewis at Keota, Ia., taken while burning. On the afternoon of July 11, while men were at work weighing grain and grinding feed, flames were discovered in one corner of the building, high up. Within 15 minutes the entire cupola was blazing. A part of the building was saved by turning 3 streams of water on the flames.

Friends of the firm will regret to learn that Smith & Lewis lost \$5,000 over and above the insurance, their loss being mostly on grain. The house was erected 20 years ago, and was well built. The insurance on the building was \$2,500.

## A Long Loading Spout.

The loading spout of S. N. Knudson's elevator at Mondovi, Wis., which is shown in the two engravings given herewith, is fully 115 feet long.

That a spout with such little slope could be made to work was very doubtful; but Mr. Knudson went ahead with the construction of his elevator, feeling sure the grain would flow. His judgment was vindicated by the result, for the spout works well, except in rainy weather.

Mr. Knudson resorted to the long spout in order to have the elevator on his own ground. The spout is 6 in. in diameter, and is supported by 3 sets of shears made of tall poles.

After crossing the strawberry with milkweed so as to have strawberries and cream the horticultural experimenters may try to hybridize Indian corn and the sugar cane, so as to have corn cakes with cane sirup.



Burning of Smith & Lewis' Elevator at Keota, Iowa.

The Evans Seed Co. has been incorporated at West Branch, Mich., with \$3,000 capital. The company will erect an eltr. 38 x 60 feet and 2 stories high.

The condition of the clover sowed in Michigan this year, as compared with an average, is in the southern and northern counties and for the state 86, and in the central counties 87, reports Fred M. Warner, secretary of state.

So far as growth is concerned, 1903 is essentially a clover year, equalling, even if not greatly excelling, that *anno mirabilis* 1895. I can only hope for some hot, dry, kindly weather to soon set in, so that the generally excellent growth may be properly cured and ricked.—London Corn Circular.

Seed imports of the Philippine Islands for the 7 months prior to Feb. 1 were: Clover seed, 120 pounds, and flax and timothy seed, 4,409 pounds; compared with 19,869 pounds of flax and timothy seed imported during the corresponding

17,935,646 pounds of timothy seed and other grass seed valued at \$578,503; compared with 7,175,897 pounds of clover seed; 3,874,013 bus. of flaxseed; 5,960,905 pounds of timothy seed and other grass seed valued at \$303,621, for the corresponding months of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

A Canadian dealer in clover seed writes C. A. King & Co.: In so far as the Canadian crop of red clover is concerned, the first cutting for hay is being taken off the



Two Views Showing Long Spout Used in Loading Grain from S. N. Knudson's Elevator at Mondovi, Wis



## SUCCESSFUL MEETING OF WISCONSIN GRAIN SHIPPERS.

The first annual meeting of the Wisconsin Grain Shippers Asso. was called to order in the Metropolitan Auditory, Milwaukee at 11:15 a. m., July 22, by Pres. Thos. E. Torrison of Manitowoc.

The first number on the program was an address of welcome by B. G. Ellsworth, Vice-Pres. Milwaukee Chamber of Commerce. Mr. Ellsworth said:

### B. G. ELLSWORTH'S ADDRESS.

Mr. President and Grain Dealers of the state of Wisconsin: It gives me great pleasure on behalf of the Milwaukee Chamber of Commerce to extend to you a hearty welcome. The grain dealers of Milwaukee are pleased to welcome the grain dealers of the state. It would appear that we have at least one interest in common, and that is the handling of the great crop of grain in this state to the best possible advantage to all concerned. The cornerstone to handling this great crop to everyone's advantage and profit is laid by you gentlemen, in the buying of it. Grain well bought, is half sold; if not well bought, it causes trouble at once. Then you are not in a position to accept a track bid based on legitimate values and your consignments on the open market will not meet with satisfactory results. This is a point of the utmost importance to the country dealers.

The producer is not in a position to bring his product direct to the consumer. That is the office of the middleman. The compensation that he gets should somewhere near equal the amount of energy, brains and money involved. The point I am trying to make is that this grain should be bot, in the first place, on a legitimate margin. That will help in the marketing of it.

I can say practically nothing new to you in regard to Milwaukee as a grain market, but I would like to impress upon you the fact, that we in Milwaukee do not think that Milwaukee is getting its right share of the grain raised in Wisconsin. Milwaukee, throughout the West, Iowa, Minnesota and South Dakota is highly regarded as a grain market and we get a liberal portion of their grain. The advantages of Milwaukee of course you well know. It is the leading primary barley market of the world. It is unexcelled by any city on the west coast of Lake Michigan. Our mayor claims the distinction of having put Milwaukee on the map. That proposition is probably open to argument and discussion, but I think, gentlemen, if we will all work together, we can some day put Milwaukee permanently on the map again as a grain center.

In conclusion, I wish to state that the grain dealers here have made preparations to entertain you this afternoon. A boat will leave the Grand Avenue Dock at 2 o'clock for Whitefish Bay. In case any should miss that boat you can easily get there by electric cars, and the meeting that was to take place in this hall at 2 o'clock will take place at Whitefish Bay, followed by supper, smoker, etc.

Gentlemen, I thank you.

### PRESIDENT'S ADDRESS.

There is on the program an address by Thos. E. Torrison, president, Manitowoc, Wis., and I am informed that at annual meetings of grain dealers and shippers it is required that the president deliver an address. It was indeed pleasant to hear the address of Mr. Ellsworth and know that we are welcome to Milwaukee and to know that arrangements have been made to entertain us. But a problem confronts me when I am asked to deliver an address at this, really the opening meeting of this asso.

You know there was a meeting held a few months ago, and that this asso. is in its infancy. It has no past history. It has no record of great things accomplished, that we can review, and there is nothing practically that each member can point to with pride, as the old saying is, so I will have to cut all that part of the address out.

I will have to start right now and talk only of the future. The fact is, it has no past. However, we have promise of a future. The gathering here now, altho some of you may think it small, is quite a re-

spectable gathering for the first session of the meeting. There usually is not much interest taken in the morning session of any meeting of an asso. of this kind. It is considered preliminary and the things are all crowded into the afternoon session.

Now, the objects of this asso. are so well set forth in the preamble of this constitution that was adopted, that I will not attempt to improve upon it but will read it, as it is short, and I think somebody may be here that has not received a copy.

Mr. Torrison here read the preamble of the Constitution and continued as follows:

We come together at these meetings and can compare views, exchange opinions and profit by each other's experience. It is said that experience is a hard teacher, and it is, if you have to get your experience together by yourself; but if you can profit by others' experiences, and if others are willing to let their fellows profit by their experience, by expressing their views, experience is not such an expensive teacher.

In regard to differences between shipper and receiver. We certainly can profit by getting together. The objects of these meetings, as stated, certainly are legitimate objects. If they were anything else, if the objects of the asso. were to concoct plans as to how to buy cheap and to sell dear, or as a person who could not speak English well said: "Buy sheep and sell deer," they would not be worthy of consideration, and the organization not worthy of existence, but you will very certainly benefit all the members of the asso. and it is our hope that this asso. will prosper and that each member will profit by being a member of the asso. There are none of us, I think, who claim to know it all and a grain dealer or a grain shipper requires an intelligent understanding of his business as well as any man in any other business.

A lawyer, a doctor or a business man, can best serve his clients, his patients or his customers by being thoroughly posted in his line of business. We who are isolated in many cases by ourselves, having our competitors, compete with each other, not always in a just and fair manner, and we grow narrow. Now, by all getting together in an asso. like this, which we hope will gain many more members among the grain shippers of the state, and chatting with each other, I hope our views will be broadened. We will look upon what we consider little meannesses as too small to practice and get over many little troubles which enter into the business now.

As to the work that has been done, I wish I were in a position to say I have done great things for this asso. but the fact is I have done absolutely nothing. I have no excuse to offer for being elected president of this asso. I happened to come into the meeting held here last April, and before I got out I had been elected. All the work has devolved upon the secretary, Mr. Spoerri, and he has done a great deal of work and will later report to us what he has done, and also on the prospects for the asso.

Gentlemen, I thank you for your attention thus far and only wish and hope for the asso's. success and prosperity.

S. N. Knudson, Mondovi: I move the reading of the records of the last meeting be suspended. Motion seconded.

A. V. Little, Jefferson Jctn.: I will amend the motion by saying that the reading of the minutes of the last meeting be suspended until this afternoon's session.

Mr. Knudson accepted the amendment and the motion was seconded and carried.

The President appointed the following committee on resolutions: H. D. Corning, Kilbourn; E. L. Barnes, Milton; T. F. Williams, Beaver Dam.

The President appointed the following Committee on Nominations: A. K. Taylor, Milwaukee; S. N. Knudson, Mondovi; L. Laun, Elkhart Lake.

Secy. Spoerri read the following tele-

gram from S. B. Sampson, Secy. of the Indiana Asso., dated Indianapolis, Ind., July 22:

"Message received. Important business prevents my attendance. Sorry. Hope you will have successful and profitable convention."

A. V. Lytle, Jefferson Jctn.: I suggest that Secy. Spoerri give us some information as to what he has been doing.

Mr. Spoerri replied to the suggestion as follows:

### SECRETARY'S REPORT.

I have not brought any statement with me as to figures, but I am not averse to giving a statement of what has been done.

I may state that a meeting was called by the Grain Dealers Journal to be held in Milwaukee, April 29, for the purpose of organizing a state grain shippers asso. in Wisconsin. There were in attendance at the meeting on April 29th 25 or 30 shippers. The question of forming a state asso. was discussed pro and con. A few were not favorable to the move because they thought the grain shippers of the state were not largely enough represented. Others said that attempts had been made several times to form an asso. in Wisconsin and that if no action were taken it would be impossible to get the shippers together again. Without further action it was moved and seconded that an asso. be formed and it was done. After that they selected a man to look after the affairs of the asso. and, there being no one available and on the ground, your humble servant was selected to that position for three months, up to the time of the first annual meeting.

It has been a difficult matter to get the asso. before the grain shippers of Wisconsin. We immediately proceeded and had a constitution and by-laws printed, and a copy was sent to every grain shipper in the state of Wisconsin, there being in the neighborhood of 550 grain shippers in Wisconsin, representing 750 elevators. Won't you be surprised that out of 550 letters I got 10 members? Then again your secretary sent out another letter, explaining more fully the objects of the asso. and outlining the work. This brought a few memberships.

The Board of Managers had a meeting and I explained to them how many members had been taken in and the conditions. They thought it advisable for the secretary to hold local meetings in Wisconsin. I have been out in the state about 8 days and held 4 local meetings. I notified the shippers to come and meet at one place; one at Eau Claire, one at Fond du Lac, one at Janesville and one at Madison, with the result that I put in a few memberships, but I find that the great fault, and if I state the truth you will know it, I find that the great fault of the grain dealers in the state of Wisconsin is the absolute indifference each shipper has to another. It may be that he is not even acquainted with his brother dealer 5 or 10 miles away. I was surprised to find absolutely no friendship, not even an acquaintance with each other, and I found it to be the case where men had been doing business in the same town for 5 or 10 years, were not even on speaking terms. A fine state of affairs for business men, to act like a lot of schoolboys. The object of this asso. is simply to get men to do business as they should. Now, you gentlemen here know whether this is a fact or not.

After holding these local meetings it was decided to hold our first annual meeting in Milwaukee today and I am greatly gratified to find so many people here not members of the asso. Now, I take it you come here to find out what benefits are to be derived from the asso. and what good you will get out of it. I probably had better not take that up now because I am going to take that up in my report this afternoon. I hope everyone will make it a point to be at the dock at Grand Ave. at 2 o'clock, and take the trip to Whitefish Bay.

Secy. Spoerri moved that the meeting adjourn until the afternoon session. The motion was seconded and carried and the meeting adjourned.

### GO TO WHITEFISH BAY.

At 2 o'clock the visiting shippers and the commission men boarded the Steamer Eagle, at the Grand Avenue dock. The steamer left at 2:15 arriving at Whitefish Bay.



Bay at 3:30. The afternoon session of the meeting was held in a pavilion on top of the bluff overlooking the bay and commanding a beautiful view of Lake Michigan.

Pres. Torrison called the session to order and announced that the Secy.-Treas. would make his report.

Secy. Spoerri: My report today reminds me of a continued story "to be continued in our next." I made most of my report this forenoon stating what had been done. There are a great many benefits to be derived from membership in the asso., such as the establishing of closer relations between shippers and receivers at terminal markets, and taking up of legislative matters of interest to the trade.

The question is: Shall the corporations control the government or the government the corporations?"

Every one is familiar with the marvelous growth of combinations of capital during the last few years, but I think that few realize to what an extent it has been carried. Representative Littlefield, of Maine, who prepared a bill with great care for the control of corporations with the advice of others who were interested in the legislation and also in consultation with the president, stated in his remarks in support of the bill which he presented that there were over 450 industrial combinations in this country, whose combined capital amounted to over \$9,000,000,000, an amount which it is impossible to comprehend except by comparison.

Other bills were introduced by Senator Hoar of Massachusetts and Representative Jenkins of our own state, who is chairman of the judiciary committee of the house,

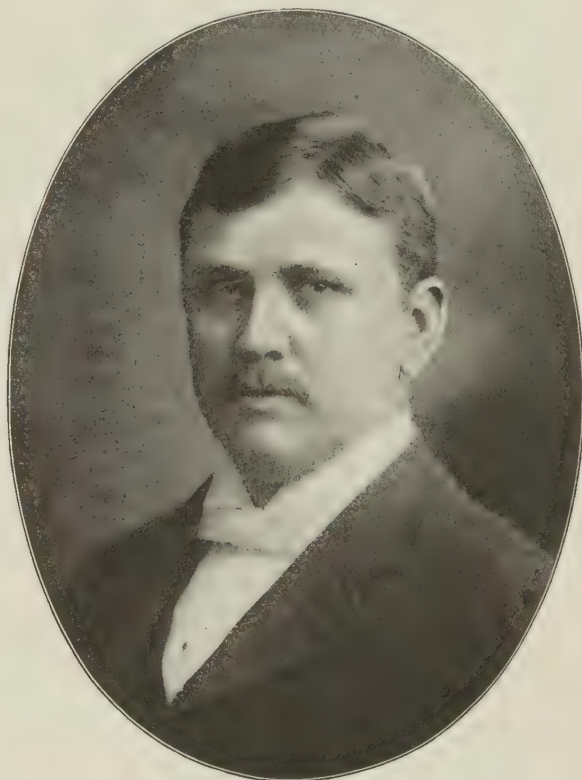
however, I will add that he afterwards used his influence in behalf of the passage of the entire amendment, but he nevertheless subsequently said to the secretary of our committee: "You cannot do a thing toward amending this law until you people can bring the western and northwestern roads to consent to it."

If we are to come to this, that no legislation can be enacted but such as is approved by the corporations of the country, it is certainly time that the people of the country rose in their might and made their influence felt in congress to such an extent that their rights shall be considered rather than the selfish interests of the corporations.

The same corporate control was shown in the last legislature of our own state when the railway commission bill was defeated through corporate influence, when if the members had voted according to their honest convictions it would undoubt-



Thos. Torrison, President.



G. C. Julius Spoerri, Secy.-Treas.

In our annual meeting there will be an exchange of ideas and confidence and a social fellowship will be established which is quite lacking in the state of Wisconsin. From what has already been said and from the papers to be read here this afternoon you will be informed on this subject.

Mr. Spoerri read the following report of the Treasurer: Amount received for membership fees \$195.00; dues for 1st quarter \$172.00. Total \$367.00.

Disbursements: Postage \$50.00; supplies \$3.28; office expense \$10.55; printing \$40.93; traveling expense \$11.65; salary Stenografer \$67.50; total \$283.91; balance \$83.09.

The Secy.-Treas.'s report was accepted.

Pres. Torrison: We will now hear from Mr. E. P. Bacon of Milwaukee. It is with great pleasure that I introduce to you Mr. Bacon.

Mr. Bacon delivered the following address:

## SHALL THE GOVERNMENT CONTROL CORPORATIONS.

There is looming up before us at the present time a momentous question which must be met manfully and with determination to decide it rightfully or we will be swept before it into abject submission.

all of which were regarded as being conservative, but were nevertheless swept aside through the influence of the corporations of the country, although there was a demand from all parts of the country for effective legislation in this direction. The final result was simply the passage of an amendment to the act creating the department of commerce establishing a bureau of corporations, to which reports are to be made by corporations created, after the organization of the bureau, giving such information as the commissioner may require, which information shall be given by him to the president, who shall give the public such of it as he thinks expedient.

This feeble result was in consequence of the influence brought to bear on congress by the corporations.

Another demonstration of the power of the corporations over legislation was in connection with the effort made in the last congress to secure such an amendment to the interstate commerce law which would render it effective, which resulted in the passage of the Elkins bill, after having eliminated from it its most important features.

It became my duty as chairman of the executive committee of the interstate commerce law convention to visit Washington for the purpose of promoting the desired legislation, and when I met the chairman of the senate committee, his first question was: "What do the western roads think of the amendment?" I replied that it was not a question of what the railroads thought so much as what the protection of the people required. In justice to him,

edly have been passed by a large majority. It was defeated by the influence brought to bear by the corporations, assisted by a number of our largest manufacturers, who were summoned to Madison by the railway companies to protest against its passage, many of whom, to my personal knowledge, obeyed the summons with great reluctance, but did not deem it expedient to refuse.

We have to have relief from this state of affairs and I appeal to you from the various parts of your own state to take this matter up with the members of the state legislature and with your representatives in the United States Congress, and see that the interests of the people are to be represented instead of the interests of the corporations. Gentlemen the time is short, I have simply thrown out a few hints to set you thinking and to set you working.

H. D. Corning, Chairman, made the following report for the Committee on Resolutions:

## REPORT OF RESOLUTIONS COMMITTEE.

Inasmuch as a systematic effort is being made to organize a grain shippers asso. in the state of Wisconsin, and believing that such an organization is the means of promoting the grain interests of the state to the best advantage, and this convention being assembled to-day to further such a movement, we recommend that every member take it upon himself to acquaint



the trade with the work of the asso., enlisted their united efforts.

We further recommend that every grain dealer present to-day, who is not a member of this asso., join same at once, handing their membership to the secretary before returning home. We believe the asso. can accomplish many things for the grain shippers throughout the state, and believe it to be the duty of every shipper to lend their moral and financial support to the work of the Wisconsin Grain Dealers Asso.

The Committee on Nominations report as follows:

For Pres., T. E. Torrison, Manitowoc; Vice-Pres., G. P. Rockstad, Morrisonville; Board of Managers, L. Laun, Elkhart Lake; R. E. York, Portage; S. N. Knudson, Mondovi, Jas. Templeton, Templeton.

Pres. Torrison: I must refuse this office which you have sought to honor me with. I thank you very much for the honor and for the honor of having acted as president for three months, but must respectfully decline to act as president any longer. My business interests are varied, embracing other lines than grain, and I have not the time that should be at the disposal of the president of this asso., to look after its affairs.

J. A. Mander, Milwaukee: I move the nominations be closed. The motion was seconded.

Pres.: I must exercise the authority vested in the Chair and disregard the motion.

The Nominating Committee retired to make another report.

It was moved and seconded that while the Committee on Nominations revise the list of names that H. A. Foss of Chicago read his paper.

Mr. Foss read the following paper and exhibited a picture entitled "Weighing the Baby," illustrating how several gorillas were weighing a young animal suspended from the neck of a kangaroo, who stood on his front feet with weights adjusted on the end of his tail:

#### WEIGHTS AT TERMINALS.

I believe that the improvements in the methods of handling grain have more than kept pace with the improvements in other lines. Were the crude ways of grain handling employed by our ancestors still in vogue, it would not be possible to handle the amount now necessary to be raised for the sustenance of mankind. Necessity has always been the mother of invention and the great increase in the production of cereals has brought about vast changes in our methods.

In illustration of this, the first shipment of grain from Chicago to the East by water was only 78 bushels and was made in 1838, the sale of which was considered large at that time. This record-breaker however, was doomed to be short lived, for the following year grain men were startled by the enormous sale of 3,678 bushels which was all to be carried by one vessel.

The growth of sales and cargoes have continued until now, single cargoes often reach as high as from 270,000 to 351,000 bushels. This advance has not been confined to sales and conveyances alone, but has extended to matters which affect both the large and small dealers directly, viz.: improvements in scales and methods employed by terminal weighmasters, whose unhappy lot it sometimes is to become the scapegoat for all unsatisfactory conditions.

There is considerable doubt as to how the early shippers arrived at the weight of their shipments, but believe it must have been by measurement, for history tells us that the Chicago Board of Trade, which was not organized until 1848, was largely instrumental in securing the introduction of the system of measuring grain by weight, which initial step opened the way for the subsequent great improvements in the methods of handling and weighing grain. The Chicago Board of Trade was also a strong advocate of the Cental System, which is that of computing by the hundred weight instead of by the bushel. If the Cental System were made a national medium of settlement, the confusion resulting from the bushel method would be

eliminated, and there would be a saving of time, worry, labor and expense. This is a matter that should be considered by all those interested in the grain business.

The gradual installation of weighing machines, consequent to the Board of Trade influence, made a disinterested weigher a necessary factor, hence, the creation of the Chicago Board of Trade Weighing Department.

At this time, scales were an expensive luxury, consequently were little used outside of terminal markets, and I might add that although we are now living in the Twentieth Century, a large percentage of shippers are still using the antiquated methods of guessing they did in 1848.

There is no doubt that the practice of guessing at the amounts loaded by shippers has caused more or less estrangement between the buyer, seller and terminal weighmaster. If the grain lines in cars were placed there with any degree of accuracy and the test weight of grains would always remain the same, regardless of conditions, it would then be possible to know approximately what is loaded into a car without weighing, but as the density of grain (even of the same kind) varies to such a large extent, it is difficult to make an intelligent estimate. In view of all this, how can a shipper know whether or not he is getting his just dues at the terminal markets when he does not weigh his grain and has but a vague idea as to what his out-turns should be, and in case of loss through defective cars or wreckage, what evidence he has to base a claim for loss? The shipper who has not an accurate knowledge of the amount he loads must needs have great confidence in the stability of grain cars and implicit faith in all mankind.

The time is near at hand when steel and stone must form the basis of scale construction, and I believe that when time and accuracy are taken into consideration, that construction of this sort is decidedly economical. In fact, the first cost should not be taken into consideration at all in the construction of frame and foundation of a scale, as sacrifice in this line will ere long prove to be very expensive. Too much cannot be said against poor construction of frames and foundations, and when these two points receive the proper consideration from builders, such things as tottering hopper scales and dilapidated and decayed track and wagon scales will be rare instead of common.

I have with me copies of a pamphlet which the Chicago Board of Trade Weighing Department issued for the benefit of the grain trade. You are welcome to these, and in closing I will say that when using scales do not overlook the precautions mentioned in my pamphlet on pages 49 to 50 and keep your scales clear and free from all obstructions, thereby saving lots of ill-feeling, harsh words and necessity of adjusting imaginary wrongs.

Pres.: The next address is by Mr. Geo. A. Stibbens, Secy. of the Grain Dealers National Asso. I take pleasure in introducing to you Mr. Stibbens.

Mr. Stibbens' paper follows:

#### TERMINAL METHODS OF HANDLING GRAIN.

Mr. President and Gentlemen:

I have been requested by your Secretary to talk about "Terminal Methods of Handling Grain." This subject is of such importance to the grain trade, I fear I cannot do it justice. Some terminal markets and some railroads, have become so negligent in caring for the shippers' grain, in years gone by, that we are now confronted with the great problem of solving the difficulty.

True, we have some terminal markets that have up-to-date weighing departments that are continually striving to eliminate every possible obstacle that stands in the way of honest service and correct weights.

The one great curse of the grain trade is political weighing and inspection departments, and until the time comes when they can be placed under a civil service law, the evil will continue, and it's now up to the grain trade to combine its greatest influence in bringing about the relief needed.

Few country dealers have any conception of terminal methods of handling grain, neither are they expected to have much knowledge along that line, except through the Secretary of the association to which they belong. In all large terminal markets, the inspection tracks of the various railroads are located 15 to 20 miles from the city where the grain is

side-tracked for the purpose of inspection, and, in a great many instances, that is where shortages commence, because a great many inspection departments have the careless faculty of knocking off the top boards of grain doors, but they never protect the grain by replacing the boards they knock off.

After the grain is inspected it must be moved from 10 to 40 miles to be delivered to elevator or connecting line; thus you can readily see, the loss of grain begins as soon as the grain commences to move from the inspection yards, as a great many cars are left in condition that the grain will begin to spill out over the grain door, on account of the boards having been removed by the track inspector's helper, and the loss of grain continues as long as the car is moving.

This practice will continue until every track inspector is held strictly accountable for the grain he inspects, also until such time as the governors of various states appoint men for the heads of these departments, purely on account of their ability to properly conduct them, with a view of securing the best possible service for the public at large; but today we find these appointments are made to please some politician, and that is why every politician of any importance is against a civil service law, because he realizes, or rather imagines, if such a law was enacted, it would destroy the patronage that he deals out to keep himself solid with the smaller fry.

Shortages have occurred as far back as we can remember, but they have been greatly eliminated in certain terminals, on account of honest officials, but shortages will be handed down to the next generation, because they will continue to occur as long as the present sealing system of the various railroads continues. No commission merchant can go to any railroad company and secure the seal record of any car of grain, for the reason, if the railroads furnish it, they give evidence to the owner of the grain that will enable them to collect for a shortage.

A car of grain standing in any terminal market may have the seal broken 20 times, and each time the car will be re-sealed with the seal bearing the same number as the original seal, therefore the car arrives at the elevator or connecting line, apparently with seals intact, thus you will realize the present sealing system, so far as protection is concerned, is a delusion. Until the trade brings pressure to bear upon transportation companies to properly protect railroad yards at terminal markets, shortages will continue indefinitely.

The railroads discover cars leaking in transit, and, if to any extent, the car is repaired by their employees, and upon arrival at destination, all trace of the leakage is so smoothly covered up that it is impossible to secure the proper evidence to collect a claim for shortage. A great many of the railroads in terminal markets have no police protection, and when called to their attention oftentimes, they will place watchmen in the yards for a short time, but if business becomes dull with them, they discharge the watchmen and very often forget to put them back.

If thieves break into the freight houses of the various railroads and steal property of any kind, the goods are paid for without protest, but if the seals of a car are broken, and grain stolen, it is next to an impossibility to prove your claim and collect the damages. In all terminal markets having up-to-date weighing departments, properly conducted, shortages are caused in inspection yards; leaking in transit; and pilfering of cars standing in unprotected yards.

Markets not having well regulated weighing departments, are also subject to the last three named abuses, as well as the greedy avarice of the people who are inclined to want an average at the end of the year. Country shippers of grain should bear in mind, they too must assume certain responsibilities to prevent shortages as a great many of them occur on account of their negligence, by not properly cooperating the cars they load.

When cars are scarce country shippers will load grain into cars that should be relegated to the scrap heap, trusting they will stand the strain to point of destination. This is a mistake. When cars are set in on your track to be loaded, it is your business to refuse to load any and all cars that are not in good condition, and as soon as you commence to do this, the railroads will realize they cannot force you to load "any old thing."

Since making personal examination of cars in various terminal yards, I am fully convinced there is something radically



wrong with the construction of cars. A string of loaded cars standing on a side track, seemingly in good condition, will show leakages as soon as the cars are moved, consequently a large amount of your grain is lost in transit and you are the losers.

With all these evils confronting you, is it any wonder that the grain trade is organized?

A large amount of the shortages are caused by women and boys pilfering cars, but if arrested they are usually reprimanded and turned loose, on account of the small amounts stolen, which simply encourages theft, and until such time as our courts realize the importance of giving this class of criminals the extreme penalty of the law, we can hope for little improvement. Police protection of railroad yards, a better sealing system, and improvement of the present car equipment, are the most serious questions that we now have to contend with, from the standpoint of the receiver and the shipper.

These problems can be solved in time, by a united trade and in no other way, and the very fact of holding these wrongs up to be scrutinized by the public eye, will in a large degree help to remedy them.

B. G. Ellsworth, Milwaukee: I would like to know if the Milwaukee commission men are entitled to membership in this asso.

Secy. Spoerri: There would be no benefit to be derived either by the commission men or the asso. from the commission men's joining the asso. This is purely a grain shippers' organization. The commission men are eligible to membership in the National asso. Every state asso. but one is affiliated with the National and the receivers who are members of the National Asso. are by virtue thereof honorary members of the state asso. and allowed to enter the meetings and given all the rights in the state assos. as the regular members, except the right to vote in the meetings.

A. V. Lytle: I move that we allow all grain men that wish, to join this asso.

There was no second to the motion.

W. N. Shephard, Whitewater: I believe if all here were given an opportunity to join the asso. we would hear from more of those present. The reason that they do not have anything to say is that they are not members.

Secy. Spoerri: I move we take a recess of five minutes to give all who wish to join an opportunity to do so.

The motion was seconded and carried.

After the recess Mr. Shephard moved that Sec. 2 of Article 1 of the Constitution be amended so as to admit all commission men who buy and sell grain into the asso. The motion was seconded.

L. T. Morey, Appleton: I move that the motion be laid on the table. His motion was seconded and carried.

The Committee on Nominations reported the same names as before, Mr. Torrison having permitted himself to be prevailed upon to accept the office of president, if elected.

J. A. Mander: I move that the nominations be closed. The motion was seconded and carried, and upon motion the secretary cast a ballot for the officers named.

There being no further business the meeting adjourned.

## THE BANQUET.

The Milwaukee dealers not only entertained the dealers by an enjoyable boat ride in the afternoon, but in the evening prepared for them an elaborate spread, which was served in the pavilion at Whitefish Bay.

It was just 7:20 when seventy-five visiting dealers and their hosts sat down to a long table, covered with snow white linen and artistically decorated with ferns, roses, carnations and sweet peas. An orchestra furnished the music, assisted by

Lake Michigan, as it rolled in long swells upon the beach at the base of the bluff below.

The menu was as follows:

|                 |                    |           |
|-----------------|--------------------|-----------|
| Olives          | Planked Whitefish. | Cucumbers |
|                 | Radishes           |           |
|                 | Pabst Blue Ribbon  |           |
| Cold Roast Beef | Swiss Cheese       | Cold Ham  |
| Potato Salad    | Vegetable Salad    |           |
|                 | Saratoga Chips     |           |
| Cigars          |                    | Coffee    |

Secy. Stibbens and Weighmaster Foss were obliged to leave early in order to catch a train. Secy. Stibbens on leaving said: There was one thing I overlooked this afternoon and that was that I want to announce the annual meeting of the Grain Dealers National Asso. will be held in Minneapolis Oct. '6, 7 and 8, and I wish to extend a cordial invitation to the Wisconsin dealers to attend that meeting.

Mr. Torrison: There was also a matter which we overlooked this afternoon and that was to extend a hearty vote of thanks to Mr. Stibbens and Mr. Foss for the very interesting and instructive papers they read to us. All in favor of doing so, say Aye.

Every voice in the room joined in making the vote unanimous.

Mr. Torrison: I am sure we have all appreciated the entertainment which the Milwaukee dealers have given us, the boat-ride and this banquet. If we were not seated at a table I would ask all in favor of extending a hearty vote of thanks to them to rise, but as it is I will ask every one in favor to say Aye.

Everybody yelled.  
After everybody had eaten their fill Mr. Mohr of Mohr-Holstein Com. Co., said. I am sure we Milwaukee people have all taken great pleasure in being able to have with us the grain shippers of Wisconsin. I would suggest that the Milwaukee dealers give the visitors three cheers, and that all the others join in,—just to make it sound a little better.

Mr. Mohr's remarks were followed by applause and three cheers and a tiger which shook the windows.

Everybody smoked, talked and had a good time, and went away highly satisfied with the first annual meeting of the Wisconsin Grain Shippers Asso.

## CONVENTION NOTES.

Everybody rode the Eagle.

W. F. Andrews represented the Western Eltr. Co., Winona, Minn.

Cincinnati was represented by W. S. Gilbreath of J. M. McCullough's Sons.

There were twice as many present at the afternoon session as in the morning.

The attendance at the meeting was good, and great interest was taken in the papers read and matters discussed.

Northern Grain Co., Chicago, was represented by J. G. Martin, the Albert Dickinson Co., Chicago, by W. C. Affeld.

The United States Department of Agriculture was represented by H. M. Creel, Special Field Agent for Minn., North and South Dakota and Wisconsin.

The boat ride giving a good view of the verdant Wisconsin shore and high bluffs was a treat. There was a little swell on and the boat rolled a little, with the result that a few had to fight bravely.

Milwaukee firms were represented as follows: W. M. Bell & Co., by W. M. Bell; E. P. Bacon & Co., by E. P. Bacon and W. P. Bishop; L. Bartlett & Son Co., by B. G. Ellsworth; Kargo Bros., by John Foley, Jr.; C. R. Lull, by H. M. Strat-

ton; Milwaukee Elevator Co., by J. A. Mander; Mohr-Holstein Comm., by Messrs. Mohr and Holstein and J. B. Meigs; Owen & Bro. Co., by D. Coughlin; Runkel, Dadmun & Sullivan, by Mr. Dadmun.

Among the Wisconsin shippers in attendance were: J. B. Audley, Hartland; G. J. Biddick, Livingston; E. L. Barnes, Milton; J. S. Blakely, Union Grove; C. H. Bergman, Eau Claire; H. D. Corning, Kilbourn; H. Clausen, Fox Lake; A. B. Day, Eldorado; C. E. Dusenberry, Green Bay; Geo. Day, Oakfield; G. R. Fetherston, Milton; Mr. Foat, Waukesha; G. H. Flood, Eden; F. E. Hill, Dousman; J. H. Johnson, Montfort; H. E. Jordan, Waldo; W. P. Jochem, Cedarburg; S. N. Knudson, Mondovi; L. Laun, Elkhart Lake; A. V. Lytle, Jefferson Jctn.; P. Lauer, Lomira; E. McIntyre, Waldo; C. W. Morey, Appleton; J. T. Miller, Allenton; S. Marshall, Appleton; T. M. Olson, Strum; G. P. Rockstad, Morrisville; S. H. Simonson, Oak Center; A. Schutte, Manitowoc; W. N. Shephard, Whitewater; C. A. Smith, Fairwater; Wm. Sink, Markesan; X. Starr, Knowles; J. Templeton, Templeton; J. H. Tim, Plymouth; Mr. Tesch, Chilton; T. F. Williams, Beaver Dam; R. E. York, Portage.

## Late Crop Reports.

Scotland, S. D., July 23.—Wheat is damaged by a bug working in the berry. Oats, barley and corn never were better.—F. L. Wheeler.

Oconto Falls, Wis., July 24.—Grain crops in this county are above the average for last year at this time; wheat, rye, oats and barley. Corn is making good improvement.—H. W. Gilkey.

Holmes, Ia., July 24.—The condition of the growing crop is very poor. Oats are now being harvested; will not yield over 20 to 25 bus. to the acre; quality is fair. About 1-3 of the ground that was seeded last spring with oats will not be harvested. The corn crop, under the most favorable weather from now on until fall, will not make over half a crop.—J. O. Anderson, agt. Chas. Counselman & Co.

Kampeska, S. D., July 23.—Wheat is filling fine; straw not quite so heavy as last year. Harvesting wheat in about 2 weeks, possibly 10 days. Barley harvest already begun; some pieces extra fine, others very poor; will have an average crop. Flax fine but area only about half of last year. Estimate average yield, as follows: Wheat, 12 bus.; oats, 30; barley, 20; flax, 10.—E. D. Wheelock, agt.

Ortonville, Minn., July 23.—All grains are looking good in Bigstone and Lacqui-parle counties, Minn., and Grant and Roberts counties, So. Dak. Wheat, rye, barley and oats filling well. Weather conditions good. Small damage by hail in a few places but they are small local strips. Corn coming on very fast, but about 2 weeks late. Rye most cut; barley will be harvested next week.—Farmers' Eltr. Co.

Humboldt, S. D., July 24.—Barley harvest about done; crop damaged 10 to 12 per cent by insects sucking juice out of berry when yet in the milk; those berries now look black. Barley will run from 30 to 50 bus. per acre. Oat harvest to commence; crop good; will run from 50 to 80 bus. per acre. Wheat, fair; will not cut any until the middle of next week; will go 15 to 20 bus. Flax looking good. Corn tasseled out and looking good also.—Sahs & Shivelbein.



# Grain Trade News

## CANADA.

Acton, Ont.—Robert Noble, of Norval, contemplates the erection of a steam eltr.

Winnipeg, Man.—Andrews & Gage, of Minneapolis, have ordered equipment for 20 eltrs.

Hartney, Man.—The 70,000-bu. eltr. for the Farmers' Eltr. Co. has been nearly completed.

Eddy's Mills, Ont.—Daniel Fisher is building an 18,000-bu. eltr. and will install a chopping mill.

Melita, Man.—W. B. Underhill, a member of the grain standards board for the province, died July 15, from a stroke of apoplexy.

Regina, Assa.—J. R. C. Honeyman has succeeded C. W. Peterson as deputy commissioner of agriculture for the North-west Territories.

Napinka, Man.—The 30,000-bu. eltr. of the Dominion Eltr. Co. burned recently. Loss about \$10,000, insurance \$4,000. No grain was burned.

Winnipeg, Man.—The Ogilvie Flour Mills Co. will erect 18 eltrs. in Manitoba and N. W. T. during the present season, increasing its total to 100.

Montreal, Que.—Leading grain exchanges will be represented at the Congress of Chambers of Commerce of the Empire to be held soon at Montreal.

Montreal, Que.—The improvement of the grain handling facilities of the port to expedite the greatly increased traffic that is offered is strongly urged by the shipping interests of the port.

Winnipeg, Man.—Requisitions for cars from interior eltrs. now are only 1-10th of what they were a month ago, showing that the country is pretty well cleaned up, in readiness for the new crop.

Winnipeg, Man.—The provincial government has ordered the reduction of the rate on wheat over the Canadian Northern Ry. of 2 cents per 100 pounds from all points in Manitoba, effective Sept. 1.

Port Arthur, Ont.—The contract for the construction of 3,500,000 bus. additional tile storage has been awarded by the Canadian Northern Ry. to the Barnett & Record Co. A working house of wood will be erected in connection with 120 tile bins. The cost will be \$1,000,000.

Winnipeg, Man.—The North Star Grain Co., which is composed of Schmidt & Anderson, of Springfield, Minn., expects to have its 30 eltrs., which are being erected for it by W. S. Cleveland, on the Canadian Northern Ry., completed by Aug. 15. The eltrs. are of 25,000 and 30,000-bu. capacity.

Ft. William, Ont.—The receipts of last year's grain at Ft. William and Port Arthur up to July 14, were: Wheat, 39,764,794 bus.; oats, 1,249,867 bus.; barley, 245,094 bus.; and flax, 150,066 bus. The shipments amounted to 37,651,547 bus. of wheat; 901,606 bus. of oats; 184,500 bus. of barley and 121,022 bus. of flax.

Indian Head, Assa.—Major Bell is erecting a steel eltr. on concrete foundation, and when completed will lease the plant to individual farmers at an annual rental. If the farmers take up his propo-

sition Major Bell will erect additional steel eltrs. of 12,000 to 20,000 bus. capacity at other points on the Canadian Pacific.

Winnipeg, Man.—Warehouse Commissioner C. C. Castle has been informed by the officers of the grain exchanges in England that wheat coming forward with Winnipeg or Fort William certificates was up to sample and satisfactory, whereas there had been complaints as to wheat forwarded with eastern certificates and upon investigation the complaints had been justified. These expressions of satisfaction with the present system have been brot to the notice of the Dominion Government to prevent the granting of the request of the Montreal Exchange for the privilege of issuing Manitoba certificates.

## CHICAGO.

C. C. Germain is now connected with Fyfe, Manson & Co.

A. L. Somers & Co., grain commission merchants, will remove to 226 La Salle-st.

Samuel Eldridge, a former member of the Board of Trade, died July 19 at Portland, Ore.

The proposition to increase the membership transfer fee from \$25 to \$100 has been approved.

The Hay and Grain Teamsters' Union has rejected the offer of an increase of 50 cents per week.

H. H. Peters has posted his membership in the Board of Trade for transfer and will go to California.

M. M. Day, a member of the Board of Trade, committed suicide July 12, while in a despondent mood.

Geo. D. McKay, with the Albert Dickinson Co., recently saved 2 men from drowning at Fox Lake.

Richard Oliver, of Richard Oliver & Co., has been held to the grand jury on the charge of keeping a bucket shop.

C. B. Slade has an amusing story he tells about getting arrested for not numbering his automobile. Ask him to tell it.

The Seaverns Eltr. Co. has sold to Geo. A. Seaverns 125x100 feet of ground and other property in Archer ave. for \$17,500.

The directors of the Board of Trade have disapproved of the proposition to make No. 3 corn deliverable on contracts at 5 cents penalty.

Wm. Rahrs' Sons, of Manitowoc, Wis., have acquired the plant of the Weiss Malt-ing Co., but have agreed not to brew any beer in Chicago for 5 years.

The directors of the Board of Trade have approved the petition of the official grain samplers for an increase in the fee from 25 to 35 cents per car.

T. E. Wells & Co. is a new commission firm that has been formed by Thos. E. Wells and Benj. S. Wilson and will deal in grain, provisions, stocks and bonds.

The first car of new oats was received July 13 by Edward G. Heeman. The grain was from Christian County, Ill., was graded No. 2 and sold for 38 cents.

H. D. Sturtevant of Chas. Counselman & Co., accompanied by his wife, sailed

from Boston July 9 for Liverpool on the Dominion Line steamship New England.

The storm of July 21 blew down the smokestack at the Atlantic Eltr. and did other damage which will take several weeks to repair. The eltr. will be closed until repairs are made.

The United States Circuit Court has granted the Board of Trade an injunction restraining the Hammond Eltr. Co., of Hammond, Ind., from using and distributing the continuous quotations without authority. The company is alleged to be a bucket-shop.

## ILLINOIS.

Princeton, Ill.—The Neola Eltr. Co. has succeed J. S. Bocock.

Pontiac, Ill.—C. L. Aygarn has completed his 20,000-bu. eltr.

Savoy, Ill.—Wm. Murray has added an ear corn dump to his eltr.

Hull, Ill.—The eltr. of John Stamey has been nearly completed.

Dahlgren, Ill., July 11.—Hay and oats fair to good.—C. G. Gamble.

Beason, Ill.—H. C. Suttle, of Kenney, has bot the eltr. of J. Gelsthorpe.

Fletcher, Ill.—J. E. Hawthorne has bot both eltrs. from A. H. Conger & Sons.

Clinton, Ill.—The Jenkins Grain Co. will build an eltr. at Jenkins, on the I. C. Ry.

Pawnee, Ill.—Twist Bros. will add a Hall Distributor to the equipment of their eltr.

Mazon, Ill.—Wm. Walsh and Ed. Strong have bot the grain business of O. B. Fuller.

Emden, Ill.—Carrington, Patten & Co. have bot the eltr. plant of H. Van Bue-ning & Co.

Toledo, Ill.—The Toledo Eltr. Co. has been organized by Geo. Starger and F. Jeff Tossey.

Emden, Ill.—The eltr. of J. R. Aston caught fire from a spark from a passing engine. Loss small.

Macomb, Ill.—W. N. Hogsett, formerly in the grain business at Macomb, died at Byron, Okla., recently.

Marseilles, Ill.—The Bruce Grain Co. has succeeded Bruce & Jamison, Mr. Jamison having retired.

Astoria, Ill.—The new eltr. for Wm. Bader has been completed and a 4-h. p. gasoline engine installed.

Kempton, Ill.—The Kempton Farmers' Eltr. Co. has been organized and will either build or buy an eltr.

Humboldt, Ill.—Cuppy Bros. will build a 50-foot addition to their eltr. J. M. Ernst is rebuilding his eltr.

Dallas City, Ill.—The Black & Loomis Co. has begun the erection of a 15,000-bu. eltr. near the Santa Fe tracks.

Sterling, Ill.—The Moses Dillon Co. will drive the machinery of its eltr. by power from an adjoining mill.

Bluffs, Ill.—Wm. McCaleb has installed an eltr. in his warehouse and will elevate the grain by mule power.

Allenville, Ill., July 15.—Corn looks well in this section of the country and oats look fine.—Kinney & O'Bryant.

Iuka, Ill., July 22.—Corn small but looks promising. Bugs and worms will reduce the usual yield.—G. E. Daniels.

Monticello, Ill.—The Monticello Grain Co. incorporated, \$10,000 capital. Incorporators, Wm. Royer, N. P. Kelly and Jas. M. Smith. Eltr. committee, S. H.



Miner, C. J. Bear, W. M. Royer and W. H. Kratz.

Carrollton, Ill.—Elmore & Lemmon, of Ashland, have purchased the eltr. and grain business of E. S. Van Arsdale & Co.

Macomb, Ill.—Buckley, Pursley & Co. have remodeled their eltr., installed a new gasoline engine and new belting thruout.

Stillman Valley, Ill.—The Neola Eltr. Co. is improving its eltr. and will increase the height 12 feet, making capacity for many thousand bus.

Pittsfield, Ill., July 20.—Wheat yielding very poor; not over 8 to 12 bus. per acre. Not more than a quarter crop thruout this territory.—Dow & King.

Clinton, Ill., July 22.—Corn is small and very backward; at least 3 weeks late. Oats very light,  $\frac{1}{2}$  to 2-3 of a crop. Hay good.—Jenkins Grain Co.

Clinton, Ill.—The new office for P. K. Willson is nearly completed and the repairs on the eltr. which he bot recently have been about completed.

Ottawa, Ill.—Geo. C. Dunaway was married July 10 to Mrs. Forena Fraser, of Utica. After a short trip they will return to Ottawa to reside.

East Lynn, Ill.—C. H. Hopwood, of St. Anne, has bot the eltr. of Snyder & Duavan. B. F. Hopwood will run the business for Mr. Hopwood.

Oregon, Ill.—The Oregon Cereal Co. incorporated, \$20,000 capital, to deal in grain of all kinds. Incorporators, F. G. Jones, J. A. Forrest and Edgar B. Jones.

Gilson, Ill.—A record for corn shelling was made June 18 at the eltr. of W. H. Kiernan when 5,929 bus. were shelled in 10 hours by 5 men. The grain made 105 loads.

Ottawa, Ill.—The eltr. of Dunaway, Ruckrigel & Co. burned July 7. It has not been used since fall and contained no grain. Loss, \$3,000; insurance, about \$2,000.

Ipava, Ill., July 22.—Practically no oats or rye will be had to ship from here this year. Wheat is light, running 15 bus. or less per acre. Corn is looking much better.—J. H. McCune.

Hastings, Ill., July 11.—Crops are only fair. I figure oats at 60 per cent of a crop. Corn is growing fine, but is short; some corn is in tassel now.—Jas. G. Black, agt. Bartlett, Kuhn & Co.

Joliet, Ill., July 21.—Crops in this vicinity are looking well. Oats are of good quality but not plentiful. Corn is doing well and promises a fair crop. Hay is good and is well secured.—J. E. Bush.

Naples, Ill.—Dow & King, of Pittsfield, have leased the Eintzman eltr. Will and John Pine will represent them. Smith-Hippen Co., of Pekin, has established an agency here, with Walter Hamey in charge.

Mayview, Ill.—The new eltr. for the Zorn Grain Co. is nearly completed and the company expects to receive oats as soon as threshed altho the house will not be completely finished. Marion Peters will have charge.

Dahlgren, Ill.—Gamble & Garrison have discontinued. C. G. Gamble and A. Sturman, of A. Sturman & Co., have formed a partnership. They have 1 warehouse on the L. & N. Ry. and 2 which are not on it, with a capacity of 20 cars.

Allenville, Ill.—Bids are still being addressed to Wiley Bros., who have been out of the grain business at this station for 2 years, and to J. R. Martin, who has been out of the business for 1 year. The

regular dealers are Wm. Majors and the Mattoon Eltr. Co. The eltr. of the last named is owned by H. E. Kinney and P. O'Bryant, the latter being manager.

The Illinois and Michigan Canal Commissioners will make every endeavor to keep the old waterway open, notwithstanding the suit for an injunction to restrain them from expending the last appropriation by the legislature.

Bloomington, Ill.—J. E. Hawthorne passed thru Chicago last week on his return from the west. Crops thru Iowa and Nebraska are backward, says Mr. Hawthorne, while in McLean County the oats, which are being harvested, will not make over 2-3 crop, quality good.

Jerseyville, Ill., July 22.—Frequent rains and no early frost will make average crop of corn; with drouth in Aug. or early frost will not make over half a crop. Wheat yielding from 5 to 15 bus. per acre. Oats very poor and light. Hay crop good; prospect for clover seed good.—E. F. Leak.

Edwardsville, Ill.—The mill of the Farmers' Milling Co. burned July 14; the 25,000-bu. eltr. was damaged, but the warehouses and engine room were not damaged. The eltr. will be repaired as soon as the insurance is adjusted, which covers the loss. It is expected that the mill will be rebuilt.

Jamesburg, Ill., July 22.—The conditions of the growing crops tributary to this place are as follows: Oats will make 35 to 40 bus. per acre; quality good and harvesting completed. Corn, prospects improving daily and everything points to a yield of 50 bus. per acre; some late planting but looking well. Need rain at present.—P. Jordan, agt. Rogers, Bacon & Co.

Janesville, Ill., July 23.—Oat crop fair and about all harvested. Hay crop of good quality and as good a yield as 1902; well advanced in the harvesting. Clover crop was good and all put up in good condition. Corn growing nicely; about 2 weeks later than 1902; good acreage. Poor prospects for broom corn. No wheat sowed. Ground in good condition.—D. F. Garden.

Jamaica, Ill., July 22.—Oats here are practically all harvested but very few threshed. Out turn so far shows very good quality, but yield light, some cases of not over 20 bus. Corn is very uneven; the largest of it seeming to grow first rate but the smaller not making much headway. Some tasseling short. Quite an acreage that cannot possibly make corn. Early frost wud be a calamity.—Porterfield & Barton.

Ivesdale, Ill., July 22.—The oats around here will not be over a good half crop. If we have the best of weather we cannot expect over half a crop of corn; it is beginning to tassel and lots of it is only about 3 or 4 feet high and a great amount of it not that high. This will make nubbins but not good corn. Cool nights make it grow slow and the corn is too far behind. Lice is working at the roots of corn in this section.—H. Hannon.

Illioopolis, Ill., July 21.—Corn in this section is not doing much; weather is too cool for it to grow properly; is uneven and is tasseling out short, in fact do not look for more than 2-3 of an average crop. Oat cutting about completed; quality seems to be very good; yield will be fairly good, probably 35 to 40 bus. per acre will be the average. Threshing will begin in a very few days. No wheat raised here.—W. M. Close, agt.

Jamaica, Ill., July 23.—A decided improvement in the condition of the growing corn crop has taken place during the past 2 weeks in this locality. With favorable weather we will have fully an average crop, barring an early frost or an Aug. drouth. Oats all in shock and threshing will begin the first of next week. Yield will probably run from 30 to 50 bus. per acre, probably an average of 40, and will be of very good quality; some will be of very light weight. No wheat in this locality.—W. I. Baird.

## INDIANA.

Logansport, Ind.—John Enyart, formerly of Galveston, has removed to Logansport.

Indianapolis, Ind.—Ignatius Brown, who organized the first Board of Trade, died recently.

Crawfordsville, Ind.—The eltr. for Price & Bruce has been about completed by A. H. Richner.

New Albany, Ind.—The eltr. and warehouse being erected by Ham Bogerding has been nearly completed.

New Richmond, Ind.—The New Richmond Grain Co. opened its new eltr. July 13. A. T. Snyder will be agt.

Hillsboro, Ind.—A. B. Cohee & Co., of Frankfort, have bot the eltrs. of Albright & Son and the Cleveland Grain Co.

Attica, Ind.—W. A. Thompson sold for F. S. Davis, his eltr. in Attica to Jones Bros., of Aylesworth, for \$6,000, cash.

Lagrange, Ind.—The machinery for the eltr. of the Berne Grain & Hay Co. will be furnished by the Nordyke & Marmon Co.

Indianapolis, Ind.—The Board of Trade has appointed a committee to have plans prepared for a new building to cost \$150,000.

Bath, Ind.—The Bath Grain Co. incorporated, \$12,000 capital. Incorporators, Chas. Stout, Frank A. Rigby and Clyde S. Emrick.

Gessie, Ind.—Work has been discontinued on the farmers eltr. on account of shortage of funds.—Wm. Martin & Son, Rileysburg.

Terre Haute, Ind.—Geo. Wilson and W. S. McCoy have bot the grain business of J. W. Murray, who will return to Philadelphia.

Vincennes, Ind.—The Vincennes Distillery Co. has increased its daily capacity from 1,000 bus. to 3,000 bus. of corn and is running night and day.

Plymouth, Ind.—I consider the Journal a very valuable adjunct to the grain business and no one engaged in that business can afford to do without it.—H. G. Thayer & Co.

Union City, Ind.—The Mead Grain Co. is pushing the work on its new eltr. which will be one of the best in Indiana. The company will begin handling grain thru the old house July 28.

Columbus, Ind.—The eltr. of the Schaefer & Schwartzkopf Milling Co. is being rebuilt and its capacity increased to 325,000 bus. Another dump and stand of eltrs. is being put in.

Indianapolis, Ind.—The Federal Court has refused the injunction asked by the Chicago Board of Trade to restrain the L. A. Kinsey Co. bucket-shop from using its continuous market quotations.

Pettysville, Ind., July 8.—The wheat crop in this county is light; average about 12 or 14 bus. per acre. Lots of damage by rain and high water. Grown



corn badly damaged by floods on rivers and small streams.—J. C. Davis.

Indianapolis, Ind.—The prospects are said to be good for the erection of an 8-story Board of Trade Building to cost about \$160,000, to replace the present building, which will be torn down.

Indianapolis, Ind.—The American Cereals Co., manufacturer of corn goods, has bot the line of eltrs. of Murphy & Co., at Hildreth, Hume, McGowan, Newman and Murdock, on the C., I. & W. branch of the C., H. & D.

Peterson, Ind., July 15.—Corn is growing nicely and oats also; if nothing overtakes it, will have a good crop. Wheat is not half a crop; a farmer threshed near me here and the yield was 98-10 bus. per acre, but there are some wheat fields better. Quality is O. K.; test 62 pounds.—H. A. Breiner.

Ft. Wayne, Ind.—At a meeting of grain dealers July 9 the Eastern Indiana Grain Dealers Asso. was formed, with M. C. Niezer of Monroeville as pres. and C. G. Egly of Berne as sec. and treas. The new asso. will cover a territory from Portland north to Michigan, and from Whitley County east to Ohio.

Auburn, Ind., July 13.—Wheat all harvested in nice shape; now ready to stack or thresh; moderate yield of fine quality. Oats will be light and short acreage. Corn coming out wonderfully where clean. Farmers in good shape financially, so not likely to crowd grain onto dealers very fast.—J. W. Chambers Grain Co.

Plymouth, Ind., July 17.—Some threshing done here, but yield is unsatisfactory and quality not the best; yield about what could be expected per amount of straw, but not what had been counted on per acre. Fly has done much damage, especially in early corn. Oat prospect poor; but few good fields. About the usual acreage in corn which appears about in the usual condition for this time of the year.—F. A. Forbes.

## IOWA.

Centerdale, Ia.—Hartley & Pownall are erecting an eltr.

Bayard, Ia.—D. J. Jenks & Son have succeeded W. H. Garnes.

Imogene, Ia.—J. L. Gwynn & Co. will improve their eltr. and paint it.

Hanlontown, Ia.—The Nye-Schneider-Fowler Co. will install a car loader.

Emerson, Ia.—W. H. Eaton will build a 25,000-bu. eltr. southwest of his present eltr.

Brooklyn, Ia.—E. B. Mason has bot the eltr. of John Howie and will take possession Aug. 1.

Wiota, Ia.—The office of the Des Moines Eltr. Co. was slightly damaged by fire July 7.

Delta, Ia.—M. S. Claypool has bot for \$8,000 the grain and lumber business of W. A. Cornwall.

Fairfield, Ia.—Geo. D. Henry is handling hay in connection with his grain business this year.

Toledo, Ia.—The Chicago & Northwestern Ry. will erect an eltr. to replace the one burned last year.

Latimer, Ia., July 22.—The corn crop will be 50 per cent of an average; oat crop, also 50 per cent.—Wm. Senf.

Wellsburg, Ia.—The eltr. for J. J. Peters has been nearly completed. It contains 9

bins, 9x10 feet and 40 feet deep, with a capacity of 30,000 bus. A 12-h. p. gasoline engine has been installed and the elevating machinery has a capacity of 2,500 bus. per hour.

Guttenberg, Ia.—Hermann Ihm reports that Aug. Kahle is not his mgr. and never has been, altho in his employ some time ago.

Hawthorne, Ia.—G. E. Anderson, a large feeder, will build an 8,000-bu. eltr. to store and grind feed for his live stock. He will use gasoline power.

Fairfield, Ia., July 20.—Corn is making great headway; everything is favorable to make the best of a short acreage. A fine crop of rye in sight.—Geo. D. Henry.

Fairfield, Ia.—Geo. D. Henry, grain dealer, has started a special railroad claim department for the purpose of assisting dealers in collecting what is due them.

Holstein, Ia., July 22.—Small grain in good condition. Corn will make about 75 per cent of a crop. Hail has taken a large strip of grain.—Chas. Long, Agt. Transmississippi Grain Co.

Hills, Ia., July 22.—Corn is uneven, late and weedy, cannot make over half crop; oats late and rusty, testing 22 to 26 lbs. per bu.; 70 per cent of a crop. Rye and barley good.—H. B. Cline.

Red Oak, Ia.—Wm. Daugherty went to Chicago first of this week. He estimates southern Iowa will have three-fourths of a corn crop, much of it being too small to mature before frost comes.

Waverly, Ia.—The Anchor Grain Co. will build a 40,000-bu. eltr. on the cut-off of the Great Western Ry. between Waverly and Oelwein. The power will be furnished by gasoline engine.

Hornick, Ia., July 22.—The grain crop in this part of the Missouri bottom is almost a total failure. Crops on upland fair. Some blight reported on wheat and oats.—Agt. Terwilliger & Dwight.

Des Moines, Ia.—The Des Moines Cereal Club had a picnic in the woods on the afternoon of July 21. Refreshments were provided by a catering committee consisting of W. L. Shepherd, J. W. Hill and E. A. Bowen.

Templeton, Ia., July 18.—Crops look fair. Barley is being harvested; oats will be fit for harvesting in a week from now. Corn had quite a delay on account of wet weather, but is doing finely at present.—Chas. Dozler.

Keota, Ia.—The eltr. operated by E. C. Smith and G. E. Lewis was burned July 11 together with \$3,000 worth of grain, mostly, oats. Loss, \$7,250; insurance \$3,250. The fire is supposed to have started from the gasoline engine.

Galva, Ia.—The Galva Union Eltr. Co. has let the contract to S. H. Tromanhauser for the erection of its 25,000-bu. cribbed eltr. It will contain an 8-h. p. gasoline engine, 1 leg and 1 Monitor Cleaner, dump scale and a 100-bu. hopper scale.

Hinton, Ia., July 22.—Wheat badly blighted; probable yield 5 to 10 bus. Barley fair, probably 20 to 40 bus. Oats good, slightly rusted, 25 to 50 bus. Corn 1 to 4 ft. high. Harvest and all crops 10 to 15 days late.—Geo. Wakeman, agt. Edmonds-Londergan Co.

Guttenberg, Ia., July 16.—Rain and storm last week played havoc with grain, which lodged to a great extent and was considerably damaged. Corn in bottoms was drowned out and will at least be a 50 per cent loss, while on high land the

windstorm cracked quite a good many corn stalks.—Hermann Ihm.

Highview, Ia., July 22.—Crops extremely poor. Only about 50 per cent of corn was planted, and lot of this is on low ground and very poor stand, ranging from 6 in. to 5 ft. tall. Not much expected of the late planted. Oats was pretty well all sown, but a great per cent drowned out. Hay big crop.—H. Teget, agt. I. C. Ry.

Tama, Ia., July 10.—A strong wind accompanied by a hard rain at 3 p. m. to-day has flattened the oats, corn and grass, which will add material damage to all growing crops. Acreage of corn 10 per cent less than last year; condition 20 per cent better. Grass and pasture about the same acreage and 25 per cent better than last year.—Zeno.

Big corn stories are being heard from every corner of Lyon County this week. One man reports that he got up Monday night, thinking he heard the approach of a storm, but when he opened the door and went outside he found 'twas only the corn growing so rapidly that the joints of the stalks were cracking. It's a positive fact that you can both see and hear Lyon County corn growing these days. Let 'er grow.—Rock Rapids Review.

Hanlontown, Ia., July 15.—All crops in this territory are extra good; sand and gravel subsoil. A farmer started to cut 80 acres of early champion oats July 14, which will yield 60 bus. to the acre. Most of the corn is as well advanced as other years at this time. Had hail south of Mason City the 11th, which did more or less damage. Not much wheat, flax, barley or rye sold here this season. Acreage in corn, oats and millet is large.—John Gerber, agt. Nye-Schneider-Fowler Co.

Davenport, Ia.—Under an agreement with R. Fitzgerald D. H. Stuhr has a half interest in the business of the D. H. Stuhr & Son Grain Co., and on the expiration of the contract Aug. 31, Mr. Stuhr will share in the distribution. Mr. Stuhr has warned all owing the company that payments made to the D. H. Stuhr & Son Grain Co., or R. Fitzgerald and C. C. Chace, who claim to be officers, are made at their peril. Under the agreement Mr. Stuhr is manager of the business. The grain company was the mere instrumentality by which the business was carried on; nothing was ever paid in on its capital stock by anyone, says Mr. Stuhr.

Bondurant, Ia., July 20.—The crop condition of this section has improved greatly in the past two weeks. The corn is making very rapid growth, but is about 2 weeks behind an average year, whilst the acreage has been cut down by the unfavorable weather during the fore part of the season. If we have favorable weather during the earing season we will have a good average crop; the corn is beginning to tassel out. The oat crop promises to be good; the early oats have been cut and will be threshed in a week; they are well filled and will average about 55 bus. to the acre; late oats are being cut and will be somewhat lighter than they wud have been had not the rust struck them. The grain situation in this section, as regards higher prices, is exceedingly bearish. The hay crop will be large and the quality, on account of the favorable weather which has been improved during the past 10 days, is A No. 1; the average amount per acre will be about 2¼ loads.—W. F. Stephenson, mgr. Bowen & Regur.



## KANSAS.

Leoti, Kan.—Fred Trian and the Leoti Milling Co. are scoopers.

Salina, Kan.—The Lee-Warren Milling Co. will erect a 60,000-bu. eltr.

Sylvan Grove, Kan.—The farmers have organized and talk of building an eltr.

Raymond, Kan.—The Raymond Grain & Supply Co. incorporated, \$2,000 capital.

Haviland, Kan.—The Haviland Grain & Live Stock Co. incorporated, \$10,000 capital.

South Haven, Kan.—G. H. McProud will install 2 improved Hall Distributors in his eltr.

Frankfort, Kan.—The eltr. of the C. G. Lint Grain Co. burned July 14 with a quantity of grain.

Anthony, Kan.—J. G. Richardson will install a 6-h. p. Thompson-Lewis Gasoline Engine in his new eltr.

Attica, Kan., July 17.—Wheat in this locality not extra in quantity but A No. 1 quality.—Lizzie Kille, P. M.

Anthony, Kan.—The Farmers' Co-operative Shipping Asso. is erecting an 8,000-bu. eltr. on the Orient line.

Sylvan Grove, Kan., July 17.—Threshing has just begun; yield from 20 to 30 bus., mostly No. 2.—Latto & Robinson.

Leoti, Kan., July 18.—About 100 cars of wheat will be shipped from this station and 50 or more of barley and oats.—R. M. Tribble.

F. M. Baker was not appointed to grain commissioner because he is a Bryan Democrat, but for his knowledge of the grain business.

Smith Center, Kan., July 8.—Wheat splendid; best in years. Corn fair and small. Oats fair.—Smith Center Mill & Eltr. Co.

Castleton, Kan.—Major Edwards will install a 12-h. p. Thompson-Lewis Gasoline Engine in the 25,000-bu. eltr. which he is building.

Hackney, Kan.—A. D. Whitson will build a 6,000-bu. eltr. and install a 4-h. p. Thompson-Lewis Gasoline Engine. P. H. Pelkey has the contract.

Iuka, Kan.—The Farmers' Eltr. Co. will build a 10,000-bu. eltr. and install a 14-h. p. Thompson-Lewis Gasoline Engine. W. W. Lockwood has the contract.

Cherokee, Kan.—The Cherokee Mill & Eltr. Co. incorporated, \$25,000 capital. Incorporators, W. B. Graves, E. J. Votaw, A. J. Titus, C. E. Heskett and T. J. Brockway.

Preston, Kan.—The Farmers' Eltr. Co. has let the contract to P. H. Pelkey for the erection of a 12,000-bu. eltr. A 14-h. p. Thompson-Lewis Gasoline Engine will be installed.

Pretty Prairie, Kan.—The farmers are building a 20,000-bu. eltr. and will install a No. 30 Eureka Scourer and 22-h. p. Thompson-Lewis Gasoline Engine. Ex-Senator Fields is pres. of the company.

Sylvan Grove, Kan., July 17.—Harvesting is nearly done here and threshing has begun. Wheat is fine and corn looks well. Nice rain here the 15th; will stop threshing a day or 2.—Agt. Midland Eltr. Co.

Silica, Kan., July 10.—Crops here are very good so far. Wheat is nearly harvested and promises a good yield; same can be said of oats and barley, while corn is late and needs moisture.—Wm. Frank, agt. Kansas Grain Co.

Stafford, Kan., July 9.—This county will go about 3,000,000 bus. of wheat. The

acreage is 170,000, 26,000 more than 1901. The acreage of oats is small and damaged by rust. Corn acreage is small and prospects 50 per cent.—O. D. Bonham, agt. Pacific Eltr. Co.

Louisburg, Kan., July 11.—Condition of the growing crops is only fair. Wheat average about 15 bus.; oats, 30; flax about 10. Corn very uneven; some not plowed over yet, while some is being laid by with small acreage. Don't think there can be over a half crop raised with plenty of rain. Hay never finer and will be a good crop.—M. Reed.

S. E. Cole of Harper, F. M. Baker of Atchison and H. Parker of McPherson, Kan., have been appointed Kansas Grain Inspection Commissioners by Governor Bailey, as provided under the law passed by the last legislature. The commissioners chose Parker chairman. All interested in the inspection of grain in Kansas are invited to meet the commission at its first hearing July 31 at Kansas City, Kan.

## KENTUCKY

Louisville, Ky.—M. B. Beville & Co. will install an oat clipper.

Maysville, Ky., July 16.—Wheat a fine berry; average yield of the county 85 per cent. Very favorable weather for threshing.—Jos. H. Dodson.

## MARYLAND

Baltimore, Md.—Samuel Phillips, well known in the grain trade of the city, is now connected with Richardson & Co., Chicago.

Baltimore, Md.—The first car of new western wheat was received July 11 by Thos. H. Botts & Co. It graded No. 2 red western wheat and brot 82½ cents.

Baltimore, Md.—W. Leroy Snyder, formerly mgr. for the Goemann Grain Co. at Mansfield, O., has entered the employ of Hammond & Snyder, of which firm his father is a member.

Baltimore, Md.—John W. Frick has been appointed receiver for the Maryland Export Co. by Judge Ritchie of the Circuit Court. Mr. Frick is a member of Baldwin & Frick, an insurance firm, who applied for a receiver.

Baltimore, Md.—The eltr. which is being built to replace Eltr. No. 3, which burned Dec. 31, will be 240x98 feet and have a storage capacity of 1,000 bus. It will cost about \$500,000 and is expected to be completed by October.

Baltimore, Md.—At the meeting of the board of directors of the Chamber of Commerce, held July 13, the following were selected to serve on the various committees: Wheat, Jas. A. Clark, Wm. H. Hayward, and E. O. Boyd; corn, E. L. Richards, Robt. Marye and H. A. Lederer; oats, Geo. A. Hax, J. M. Warfield and Robt. McLan; barley, J. I. Biemiller; rye, C. E. Parr; buckwheat, T. M. Maynardier; hay and straw, Jas. A. Loane and John M. Frisch. J. W. Snyder was re-elected chairman of the corn committee later in the week and Robert Marye, vice-chairman; Edwin Hewes was re-elected chairman of the wheat committee, and J. A. Clark, vice-chairman, each for their third term.

## MICHIGAN.

Kinde, Mich.—The Wallace Co. will install an improved Hall Distributor.

Detroit, Mich.—Eltr. B was slightly damaged July 8 by fire which started in the wharf. Loss, \$1,000.

Leonard, Mich., July 22.—All crops looking good. Harvest well under way; at present very good weather.—Jossman, Allen & Co.

Owosso, Mich.—The eltr. and hay barn of Ainsworth & Hammer burned July 7 with their entire contents. Loss \$18,000, insurance \$12,000. The company does not expect to rebuild.

Quincy, Mich.—The McKenzie Cereal Food & Milling Co., incorporated, \$150,000 capital. Incorporators, F. A. McKenzie, Fred A. Roethlisberger, Richard Coward, and others.

Leslie, Mich., July 22.—With the exception of corn the farmers report the outlook very favorable. Wheat is reported as much better than for years. On the whole the prospect is favorable.—E. G. Eaton.

Laingsburg, Mich., July 22.—The growing grain is good. Wheat almost all cut; about half secured. Rain and wind has lodged the oats, which is a large crop with us. Corn and beans looking fine. Prospects of large crop of beans; very little rye here.—Weaver & Watkins.

Grand Rapids, Mich., July 21.—Week generally favorable for haying and harvest. Very heavy showers flattened corn and lodged oats, but both are straightening quite rapidly. Hay well secured; wheat and rye harvest general and threshing begun. Corn improved; oats nearly ripe; beans and buckwheat continue promising.—Government Report.

The 3rd annual meeting of the Michigan Hay Dealers Asso. will be held at Battle Creek, Aug. 5th and 6th. Everything points to a very successful convention. A large number of eastern buyers will be represented and Michigan shippers are given the opportunity of obtaining information regarding the movement of the new crop that can only be obtained at meetings of this character. J. A. Heath, of Lenox, is pres. and M. Van Buskirk, of Flint, is sec. and treas.

Lansing, Mich., July 23.—Wheat has been harvested under most favorable conditions and yield is heavy and quality unsurpassed. Oats are very promising and quite a large acreage. Corn very poor with prospects for a light crop and that of inferior quality. Beans are generally reported as promising well, especially the early planted. Clover seed will be much more plentiful than last season and with good weather of fine quality. Not much rye out this year but what has been harvested is of good quality. Considerable buckwheat sown but it is too early to say much as to prospects. Hay crop heaviest and of finest quality in many years.—F. Thoman & Bro.

Lansing, Mich., July 10.—The weather during June was cool, the average temperature being several degrees below normal. The precipitation was also below the average, altho the departure was not so great. These conditions were unfavorable for most crops except wheat, serious damage having been done to corn and hay in some counties, the hay especially being very poor. In a few localities an excess of moisture delayed the planting of late spring crops. A fairly good crop of wheat is in sight, for while the acreage is small and the yield less than the average, the quality of the grain will be good; the average estimated yield for the state is 15 bus., while last year the average was 16 bus. The total amount of wheat reported marketed between Aug. 1 and June 30 is 3,790,830 bus., which is 581,834 bus. more than reported marketed during the corresponding months of the



preceding year. In a few counties corn is in good condition, but the season has not been favorable and throughout the state it is backward. With favorable weather for the next 2 months corn may still make a good growth, but at present it is below the average. The condition of oats is 88 for the state. The condition of beans is 87 and the acreage, compared with 1902, is 91.—Fred M. Warner, secy. of state.

### MINNEAPOLIS

Bettingen & Co. and the Independent Eltr. Co. are out of the business.

The Electric Steel Eltr. Co. will build 5 grain tanks at a cost of \$29,000.

Memberships in the Minneapolis Chamber of Commerce are selling at \$3,200.

T. E. Hawkins, with the Peavey Eltr. Co., will on Aug. 1 become secy. of the Duluth Eltr. Co., to succeed John Schorber.

J. W. McClatchie has bot the commission business of W. J. Bettingen & Co. and has consolidated with E. L. Welch, under the name of E. L. Welch & Co.

P. B. Smith, of the St. Anthony & Dakota Eltr. Co., returned from Isle Royale last week with a photograph of a large brook trout which had "28 lbs." marked on its scales.

J. D. Jones, mgr. for the American Maltng Co. at Winona, will on Aug. 1 become mgr. of the barley department of the Van Dusen-Harrington Co. Mr. Jones will continue to make his home at Winona.

The application of the Chamber of Commerce for an injunction restraining the Coe Commission Co., an alleged bucket-shop, from using the continuous market quotations, has been refused by Judge Simpson, as to the temporary injunction. The matter of granting a permanent injunction has been continued until Sept. 12.

Two large steel grain storage tanks which were being erected for the Electric Steel Eltr. Co. were partly flattened out by the severe windstorm of July 9. The bending of the large steel plates was easier since the riveting had not been completed. Both tanks were moved from their foundations. Loss, \$700. No one was injured.

Vice-Pres. Commons of the Chamber of Commerce has appointed the following gentlemen as a general committee to have charge of the work and to select subcommittees for the reception and entertainment of the Grain Dealers National Assn.: J. L. McCaull, chairman, Fred B. Wells, C. C. Wyman, Chas. Wenzel, E. S. Woodworth, R. Troendle and A. F. Brenner.

The Calumet Grain Co. has let the contract to G. T. Honstain for a 200,000-bu. transfer and cleaning eltr. It will have 4 receiving legs, each of 10,000-bu. capacity, 4 cleaner legs, 4 Fairbanks' Hopper Scales of 1,400-bu. capacity and a 350-h. p. corliss engine. A track on each side with 2 receiving legs on each side of the eltr. insures rapid handling capacity. It will have electric lights and the latest dust collecting system.

### MINNESOTA.

Zumbro Falls, Minn.—R. E. Jones Co. will build an eltr.

Heron Lake, Minn.—The Anchor Grain Co. will build a 35,000-bu. annex.

St. Peter, Minn.—The Farmers' Eltr. Co. has sold to Remund & Wilson.

Darfur, Minn.—C. W. Stark will build a 12,000-bu. eltr. with gasoline engine.—F. W.

Lake Benton, Minn.—The Lake Benton Milling Co. will build an eltr.—Hans Laveson.

Doran, Minn.—Nels Enge of Minneapolis will build an addition to his eltr. of about 6,000 bus. capacity.

Randolph, Minn.—C. B. Johnson has succeeded F. Shepley as grain buyer for the Sheffield-King Milling Co.

Wykoff, Minn.—The Wykoff Grain Co. has moved its headquarters to La Crosse, Wis., and J. R. Murrell will travel for the S. Y. Hyde Eltr. Co.

Dawson, Minn.—The 25,000-bu. eltr., 27x33x40 feet, has been completed for the Dawson Produce Co. by Honstain, Bird & Co. It contains 10 bins.

Okabena, Minn., July 23.—The small grain around here will be about 40 per cent of an average crop and the corn about 10 per cent. 100 much rain.—McGlinn Bros.

Lansing, Minn.—Wm. Cronan & Co. has let the contract to L. O. Hickok for a 20,000-bu. cribbed eltr. with 5-h. p. Howe Gasoline Engine, a 4-ton dump scale and a 60-bu. hopper scale.

Randolph, Minn.—Reed & Hartz is the name of the new grain firm which has bot the eltrs. of the St. Paul & Kansas City Grain Co. at Randolph and Stanton, with headquarters at Randolph.

Glenwood, Minn.—W. F. Dougherty will improve his eltr. on the Soo road and put in a dump scale. His warehouse on the N. P. Ry. will be moved over and attached to the eltr.—F. W. W.

Delhi, Minn.—The Farmers' Grain & Fuel Co. has let the contract to S. H. Tromanhauser for a 20,000-bu. cribbed eltr. It will contain 1 dump, 1 hopper scale, 1 leg and a 6-h. p. gasoline engine.

Houston, Minn.—W. W. Cargill Co. has let the contract to L. O. Hickok for a 20,000-bu. cribbed eltr. A 5-h. p. Fairbanks-Morse Gasoline Engine and a 60-bu. hopper receiving scale will be installed.

Dawson, Minn.—The eltr. of the Security Eltr. Co. was struck by lightning July 2. The lightning struck the cupola and the fire did about \$1,000 worth of damage before put out by the employees. It is being overhauled.

Ostrander, Minn., July 22.—Timothy has good stand and large acreage. Oats are fair; have red rust and is ready to cut. Cutting barley; fair quality, small acreage. Corn is backward; growing fast.—H. G. Luhman.

Norwood, Minn.—The Security Eltr. Co. has just completed remodeling its flat warehouse into a 20,000-bu. eltr. with hoppers bins. The Link Belt Supply Co. furnished the machinery, which is driven by a 4-h. p. gasoline engine.

Rushford, Minn.—The Farmers' Eltr. Co. has let the contract to S. H. Tromanhauser for the erection of a 20,000-bu. fireproof, brick eltr. It will contain 12 bins, a dump scale, 2 legs, 1 Monitor Combination Cleaner and an 8-h. p. gasoline engine.

Osakis, Minn., July 22.—The crop prospect at the present time is very promising; there has been no particular damage on account of the dry weather which prevailed at the beginning. We have ample moisture to mature crops and we are looking for an excellent quality unless heavy rains set in and continue after the wheat

has been cut and shocked, and before it has been placed in the stack.—Osakis Milling Co.

Zumbrota, Minn.—L. N. Loomis is building 5 new eltrs. on the Zumbrota branch of the C., M. & St. P. Ry. at Kenyon and 4 new stations between Zumbrota and Faribault. Each is of 15,000-bu. capacity. The work is being done by the Younglove & Boggess Co.

Cannon Falls, Minn.—The application of the Cannon Falls Eltr. Co. for a readjustment of rates has been denied by the Interstate Commerce Commission. The company complained that the rate by the roundabout route thru Minneapolis was lower than the direct one to Chicago.

Childs, Minn.—The Winter-Ames Co. has let the contract to L. O. Hickok for a 30,000-bu. cribbed eltr. on the Great Northern, with a 5-h. p. Fairbanks Gasoline Engine, a 6-ton dump scale with Moulton & Evans Dump and a 100-bu. hopper scale. This is a standard eltr.

Owatonna, Minn., July 22.—In the immediate vicinity all grains are in good condition except corn, which is backward, owing to the late planting due to the wet weather. One man reported that his barley wud run about 55 bus. to the acre. In some localities corn looks well. Barley harvest is now on and wheat harvest will be on in about 3 weeks.—Hastings Milling Co.

Sauk Center, Minn.—The Lee & Gingery Co. incorporated, \$50,000 capital. The firm will handle grain and lumber at Sauk Center and West Union and will buy or build more eltrs. in this territory. M. W. Lee, of Minneapolis, is pres.; W. O. P. Hillsdale, of Sauk Center, vice-pres.; C. M. Sprague, treas., and L. W. Gingery, secy. and general mgr. Mr. Lee and Mr. Gingery are both well known in the grain trade as successful business men.

### MISSOURI.

St. Louis, Mo.—John E. Geraghty, of Chapin & Co., will be married this fall to Miss Marie Walsh.

Kansas City, Mo.—The S. L. & S. F. Ry. and the C., R. I. & P. Ry. have completed arrangements for the erection of a 2,000,000-bu. eltr.

Kansas City, Mo.—The Missouri Pacific and the Burlington roads have given notice that they will not accept grain shipments for Kansas City.

Webb City, Mo., July 10.—Corn fair and about 80 per cent of a crop; oats good, about 95 per cent; wheat poor and about 35 per cent.—Boyd & Gunning.

Olean, Mo., July 14.—Wheat, poor crop with 8 to 10 bus. per acre. Corn small for season. Oats poor and not over half a crop. Meadows good.—J. Goodman.

Kansas City, Mo.—R. E. Talpey, formerly a well known grain commission merchant, died recently. Mr. Talpey was connected with the grain business here for 33 years.

Kansas City, Mo.—The F. P. Smith Commission Co., whose dealings are said to have been principally in futures, has suspended business, but no reports have been given out as to the cause.

Kansas City, Mo.—The Nelson Grain Co. will build a 100,000-bu. brick eltr. which will cost \$15,000. It will be 4 stories high, 87x185 feet, and will have provision for storing sacks and eltr. supplies.

Kansas City, Mo.—The C., M. & St. P. Ry. has changed the site of the 200,000-bu. eltr. which was to have been built



at Armourdale. The eltr. will be built at Sheffield and is expected to be completed by November.

St. Louis, Mo.—The Merchants Exchange has received a petition from the Iowa Grain Dealers Asso. asking that the railroads be requested to provide good cars for the shipment of grain, in order to avoid losses by leakage.

St. Louis, Mo.—Grain men and millers have petitioned the directors of the Merchants Exchange for an amendment of the rules to permit the tender of No. 2 hard on contracts for the future delivery of wheat, at a discount of 5 cents.

Nishnabotna, Mo., July 10.—Condition of corn as compared with last year is 50 per cent. Great deal of corn late; planted after high water. Wheat good, but acreage is only 40 per cent of last year. Oats, average crop. Hay, good.—W. E. Redmon.

Columbia, Mo.—A peculiar bug has been found damaging the corn in St. John, St. Louis and Franklin Counties. Professor Stedman, of the state university, has returned from a tour on which he collected a number for experiments to discover a disease to introduce among them.

## NEBRASKA.

Osmond, Neb.—The Anchor Grain Co. is enlarging its eltr.

Edholm, Neb.—Dawson & Twomley will build a 15,000-bu. eltr.

Shickley, Neb.—The Shickley Farmers' Eltr. Co. is building an eltr.

Osmond, Neb.—C. O. Shannon, of McLean, will build a 25,000-bu. eltr.

Arapahoe, Neb.—W. H. Ferguson has leased the eltr. of Ulrich & Son.

Auburn, Neb.—The eltr. for L. L. Coryell has been nearly completed.

Leigh, Neb.—J. A. Conner has sold a half interest in his eltr. to C. H. Marion.

Sargent, Neb.—Carl Shannon, of Beatrice, has accepted a position with the Jacques Grain Co.

Brock, Neb.—A boy was smothered July 16 in a wheat bin at the eltr. of the Bartling Grain Co.

A meeting of the dealers of the northeastern part of the state will be held at Sioux City, July 29.

Gretna, Neb.—The Farmers' Eltr. Co. is building an eltr. which will be completed about August 1.

Weston, Neb.—The Omaha Eltr. Co. has installed a new 12-h. p. Fairbanks Gasoline Engine in its eltr.

Thurston, Neb.—The Holmquist Lumber & Grain Co., of Oakland, will install an improved Hall Distributor.

Linwood, Neb.—The Trans-Mississippi Grain Co. will tear down its eltr. and build a 25,000-bu. house in its place.

Superior, Neb.—Guthrie & Co., incorporated, \$200,000 capital, to do a general grain, eltr., milling and stock business.

Petersburg, Neb.—A number of cribs filled with corn, belonging to the Urdike Grain Co., were blown down recently.

Malmo, Neb.—J. H. Holtorf will make some extensive improvements on his eltr. this fall and install some new machinery.

Nebraska City, Neb., July 15.—From 100 acres of wheat a farmer received 1,200 bus., or 12 bus. per acre.—Bartling Grain Co.

Lincoln, Neb.—The Lincoln Mill Co. has increased its capital from \$15,000 to \$40,000. The eltr. facilities will be in-

creased and the capacity of the mill will be increased from 150 to 200 barrels a day.

Swanton, Neb.—C. M. Bailey has installed a 16-h. p. Howe Gasoline Engine purchased from the York Foundry & Engine Works.

Axtell, Neb.—The Axtell Grain & Eltr. Co. incorporated, \$50,000 capital. Incorporators, C. F. and J. M. Nelson and C. L. Carlson.

Randolph, Neb.—The Anchor Grain Co., of Minneapolis, Minn., will build 35,000-bu. annexes at Randolph, Magnet and Osmond.

Abbott, Neb., July 17.—Rye is good and all cut. Wheat is a good crop but weather so wet the farmers can't get into the fields.—Bert E. Watson.

Weston, Neb., July 17.—The winter wheat in this vicinity is about all harvested and was very fine.—M. O. Worral, Agt. Omaha Eltr. Co.

Tekamah, Neb.—The Farmers' Grain Co. is considering the proposition of buying the eltr. of the Holmquist Lumber & Grain Co. instead of building.

Atlanta, Neb.—The Farmers' Grain & Supply Co. incorporated, \$10,000 capital. Incorporators, F. E. Wingerd, A. Henline, R. W. Ambrose and others.

Brock, Neb., July 21.—The threshing returns are very light in this territory. Wheat is making from 8 to 16 bus. per acre; oats about 25 bus. Rain is needed for corn.—J. M. Bailey.

Henderson, Neb.—The Trans-Mississippi Grain Co. will overhaul its eltr. and install an improved Hall Distributor and other machinery furnished by the York Foundry & Engine Works.

Linwood, Neb., July 20.—Winter wheat all harvested and some threshed; quality good; yield about 25 bus. to the acre. Corn prospects fair; about 2 weeks late.—W. J. Blair, Agt. Trans-Mississippi Grain Co.

Wausau, Neb., July 10.—Crop conditions are very promising. Acreage of wheat is small this year but prospects are very good. Corn making a very rapid growth; plenty of moisture.—Anderson & Son.

Wakefield, Neb., July 10.—The condition of the growing grain in this locality is good on the uplands; on the bottom lands hurt by too much rain in the early part of the season. On the whole we have good prospects for crop; 15 to 20 per cent damage by high water; land not planted.—G. V. Patrick, Agt.

Waterbury, Neb., July 9.—Crops tributary to this section are in fine condition. Barley and rye being harvested and other small grain heading out and look well. Corn is rather uneven; some fields are as good and as far advanced as ordinary years, while others are from 2 to 3 weeks behind. As our country is quite rolling we are in better shape than low land. On the whole I consider prospects favorable for a bumper crop.—P. S. Beekley, Agt., Atlas Eltr. Co.

## NEBRASKA LETTER.

Norman, Neb.—N. S. Shannon has sold his eltr.

Holstein, Neb.—J. M. Sewell Co. has sold its eltr.

Hartwell, Neb.—H. O. Barber & Sons have sold their eltr.

Wauneta, Neb.—F. C. Krotter & Co. have sold their eltr.

Howe, Neb.—Coryell & Connor have succeeded L. L. Coryell.

Waco, Neb.—The Foster Grain Co. has succeeded H. O. Barber.

Coy, Neb.—Hull, Holst & Van Stade have succeeded Hull & Holst.

Imperial, Neb.—J. M. Sewell has bot the eltr. of F. C. Krotter & Co.

Hazard, Neb.—Alfred Reinertson & Co. have succeeded Titus & Terhune.

Deweese, Neb.—Welch Bros. have succeeded Holland & Co., of Havelock.

Putnam, Neb.—A. R. Patton has bot the eltr. of the Central Granaries Co.

Odell, Neb.—The Ewert-Wilkinson Grain Co., of Lincoln, has sold its eltr.

Douglas, Neb.—E. C. Jones & Co., of Nebraska City, has succeeded T. J. Dakin.

Erickson, Neb.—The Jacques Grain Co. has bot the eltr. of the Central Granaries Co.

Dorchester, Neb.—W. H. Ferguson, of Hastings, has bot the eltr. of G. M. Murphy.

Abdal, Neb.—Bossemeyer Bros., of Superior, have bot the eltr. of O. H. McGrew.

Murdock, Neb.—The Nebraska Eltr. Co. of Lincoln, has bot the eltr. of Wolf & Tool.

Emerson, Neb.—The Benson Grain Co., of Heron Lake, Minn., has succeeded L. F. Demers.

Randolph, Neb.—S. Fritzson, formerly in the grain business at Randolph, has bot the eltr. of Z. Boughn.

Eustis, Neb.—H. P. Nielson has leased and is operating the eltr. of J. N. Decker, with headquarters at Lexington.

Among the grain firms which have joined the Nebraska Grain Dealers Assn. recently are the Benson Grain Co., of Heron Lake, Minn., and Taylor & Birchard, of Bethany.

Schuyler, Neb.—The Wells-Abbott-Neiman Co. have succeeded Wells, Abbott & Neiman. The company intends increasing the capacity for handling business in the near future.

The office of the Secy. of the Nebraska Grain Dealers Assn. has been removed to more commodious quarters in room 438, Board of Trade building, Omaha. The removal has been anticipated for some time.

H. G. Miller, the new Secy. of the Nebraska Grain Dealers Assn., in an endeavor to get acquainted with the members of the Assn., has held meetings at Lincoln, Weeping Water, Auburn, Table Rock, York and Fairbury.

During the past 2 weeks many reports have been received of damage to crops by hail and wind. In the vicinity of York, where the farmers were in the midst of harvest, some lost all their wheat, and in many other sections of the country the grain was pounded into the ground in such a way as to make it a total loss. Near Galloway the corn was pounded into the ground and it is doubtful if any crop will be received. In the evening of July 20 a severe hail storm passed over the eastern part of the state, doing great damage; in some places the hail stones were reported to be from 6 to 8 inches in diameter. The crop condition at the present time falls below the condition at the same time last year. From reports received for July 1 the acreage of corn planted was 7 per cent less than last year. The condition of corn is 75 per cent, compared with the condition at the same time a year ago; wheat is 92 and oats 98.—E. C.



**NEW ENGLAND.**

New Canaan, Conn.—The Chase Grain Co. incorporated, \$10,000 capital.

**NEW YORK.**

Fulton, N. Y.—The Gilbert & Nichols Co. will build a warehouse and mill on a branch of the D., L. & W. Ry.

Buffalo, N. Y.—Health authorities demand the removal of rotting grain from the ruins of the burned Diamond Mills and Eltr.

Buffalo, N. Y.—The Chamber of Commerce has resumed the weighing of car grain, so that shippers will again receive the desired official certificates of weight.

Buffalo, N. Y.—Nathan B. Gatchell, formerly a well known member of the Chamber of Commerce and who had large grain interests, died July 6 after a short illness.

Buffalo, N. Y.—The trustees of the Chamber of Commerce have authorized Chief Grain Inspector John D. Shanahan to purchase the scientific corn grading equipment recommended by the Department of Agriculture.

**BUFFALO LETTER.**

The Chamber of Commerce appears to have come out ahead in the weighing affair, as it does not pay for the weighing, or guarantee transfer weights to hold out.

The Chamber of Commerce picnics and excursions suffer from the weather. The trip to Dunkirk was rained off and the projected clam bake at Olcott does not promise any better.

A new set of grain rules is in force on 'Change, but the revision does not appear to make any radical changes. Still it might be a good plan for shippers to obtain a set as soon as they are printed.

Grain dealers complain that business is decidedly dull and track receipts are light. The report that there is a large amount of grain to come forward yet this season continues, but the market is out of line for it now.

Practically last season's conditions in the wheat fields of western New York. It rains every day and the losses promise to be heavy. After the crop had been saved by rain when it was supposed to be ruined it is odd to have the same conditions spoil it again.

Capt. Thomas M. Ryan, lake vessel and canal boat owner, is making a good record with his move to ship grain by canal direct from the upper lakes. It is a thing that should have been combined always, so that the Buffalo charges make no showing on the traffic. He appears to have all he can do running the Richmond Eltr. every day, when it had been idle many seasons till now.

Some progress appears to have been made towards the rebuilding of the Diamond corn and feed mills of Churchill & Co., but so far not enough to enable the local management to make the announcement. It is the intention of putting up a much more substantial structure than the burned one was if anything is undertaken. There seems to be demand for the mill and it is expected that it will be rebuilt in good time.

The first new red winter wheat of any amount is just coming in, mainly from southern Ohio. About 40 cars of it are on track at present. Chief Grain Inspector Shanahan finds that the grain is in very good condition, but is in great part so badly cleaned that he is unable to grade it at all and is obliged to report

it capable of a No. 2 grade after it is cleaned. It contains dirt and especially large amounts of foreign seeds, showing great carelessness in preparing it for market.

The campaign for canal enlargement goes on with much spirit, though it has been directed from New York instead of Buffalo since the transfer of Secretary George H. Raymond to that end of the state. Solicitors for campaign funds report that they meet with two very opposite objections to contributing. One is that the people will ratify the measure anyhow without the asking and the other is that they will not. What is asked is a very big majority in favor, so that the next legislature will not feel like meddling with it.

The new combined corn and feed mill and transfer eltr. for car grain coming into the city via Canadian routes being built by the Niagara Mill & Eltr. Co. is finished and will start up as soon as the electric power is in full running order. The company is capitalized for \$20,000 and has the direct backing of the Michigan Central Railroad, which will doubtless give it all its business. The management will be in the office of Heathfield & Washburn at the Chamber of Commerce, with F. A. McElroy to look after the business on the spot.

The Grain Dealers' Assn. of the Chamber of Commerce met July 20 and voted it to be the sense of the Assn. that the Chamber of Commerce incorporate in its rules regulating the grain trade a provision directing that sellers make delivery of all cash grain daily except Saturday before 12 noon and on Saturday before 10 a. m. at the office of the buyer; that buyers make settlement on contracts so filled daily except Saturday before 2 p. m. and on Saturday before 11 a. m. When delivery is not made at the time stated payment shall not be deemed due till the following business day. (In the absence of a rule some hardship has been experienced by demands for immediate settlement after banking hours and at other inconvenient times.)—J. C.

**NORTH AND SOUTH DAKOTA**

Big Stone, S. D.—The eltr. for Gold & Co. has been nearly completed.

Parkston, S. D.—Zehnpfennig, Betts & Co. are building a 20,000-bu. eltr.

Letcher, S. D.—The Crawford Grain & Lumber Co. incorporated, \$15,000 capital.

Howard, S. D.—The Canton Grain Co., of Canton, has bot the eltr. of W. Z. Sharp.

Ellis, S. D.—The Farmers' Grain Co. has bot the eltr. from Peterson Bros. and will operate it.

Garden City, S. D.—The farmers have organized and have let the contract for the erection of an eltr.

Scotland, S. D.—Shanard Bros., of Bridgewater, are building an eltr. They will install a gasoline engine.

Plankinton, S. D.—Truax & Betts Eltr. Co. is overhauling its eltr. and will install a new Howe Hopper Scale.

Elkton, S. D.—Ward & Cadwell Co. has had a 20,000-bu. eltr., 24 x 27 x 40 feet, erected by Honstain, Bird & Co. It has 11 bins.

Brandt, S. D.—E. A. Brown, of Luverne, Minn., has bot the eltrs. of the McCaull-Webster Eltr. Co. at Brandt and Toronto.

Armour, S. D.—O. A. Streator, formerly representing E. P. Bacon & Co. in

South Dakota, Minnesota and Iowa, will operate eltrs. at Armour and Delmont.

Oldham, S. D.—The Oldham Farmers Grain Co. is building a \$6,000 eltr. on the C. M. & St. P. Ry. It will have a capacity of 25,000 bus.

Howard, S. D.—The eltr. of Miles J. Winshell burned July 10. Loss covered by insurance. It is supposed that the fire was set by tramps.

Bowesmont, N. D.—John McCloud & Co. will install a 6-h. p. gasoline engine in their eltr. and increase its storage capacity about 15,000 bus.

Elizabeth, N. D.—The Acme Grain Co. has built a 15,000-bu. eltr. 24 x 24 x 33 feet and containing 9 bins. Honstain, Bird & Co. had the contract.

Hastings, N. D.—W. C. Helm & Co. have built a 20,000-bu. eltr. It is 24 x 33 x 34 feet and contains 9 bins. Honstain, Bird & Co. did the work.

Carrington, N. D.—The 40,000-bu. eltr. for the Farmers' Eltr. Co. has been completed by Honstain, Bird & Co. It is 32 x 36 x 45 feet and contains 18 bins.

Garden City, S. D.—A 20,000-bu. eltr. has been erected for the Garden City Mercantile & Eltr. Co. by Honstain, Bird & Co. It is 24 x 28 x 34 and has 9 bins.

Hetland, S. D., July 8.—Crops of all kinds are in fine condition. Barley, wheat and oats are excellent. Corn is fair. Plenty of rain.—J. N. B., Agt. Bingham Bros.

Henry, S. D., July 8.—Grain here is very good; prospects are better now than last year at the same time. All grain looks rank and in good condition.—G. B. Patterson.

Herreid, S. D., July 14.—The crops in this locality are looking good and we are going to have a fair crop. Further east, around Eureka, they are not so good. The west part of Campbell county is good.—S. A. Olsen, Agt.

Sioux Falls, S. D.—The Soo Eltr. Co. incorporated, \$100,000 capital, by Smith, Mitchell and Frerich, has bot the eltrs. of Peterson Bros. at Sioux Falls, Renner and Schindler, S. D., and at Granite and Larchwood, Ia. Possession given July 15.

Jefferson, S. D., July 23.—The crop of wheat will be ready to cut next week and is about 2-3 of a crop; will be light. Corn is good on high land; on low land is very poor on account of too much rain, could not work it. Oats are good.—Jefferson Milling Co.

James, S. D.—The Farmers' Eltr. Co. sold its eltr. July 11 for \$3,700 to McKee & Minthorn, of Bradley. After all expenses were paid there was but \$20 to turn over to the stockholders. Since the agent defaulted things have gone wrong with the company and now it is out of business.

Hurley, S. D., July 23.—Wheat is rusted and blighted badly and almost a failure. Barley is hurt by too much rain and wet weather and will be feed quality. Oats are a good crop. Corn is good but a little late; with fine weather will make a good crop.—W. J. Patrick, mgr. Farmers' Co-operative Eltr. Co.

Sonora, N. D.—F. E. Gillette has let the contract to L. O. Hickok for a 30,000-bu. cribbed eltr. with 6-h. p. Fairbanks-Morse Vertical Gasoline Engine, 6-ton dump scale with Moulton & Evans Dump. The engine room is covered inside and out with inch dressed and matched flooring, then covered with building paper. Plain beaded iron ceiling is then placed over



the inside walls and pressed brick iron siding is used to cover outside walls. The roof is covered with standard seam steel roofing. This makes the engine room warmer and cheaper than brick and meets the requirements of the insurance companies.

Hudson, S. D., July 20.—The rain of Wednesday night put crops in fine condition. Barley harvest is in; crop good but will be somewhat stained on account of heavy dews. Wheat, oats and corn never looked better. Hay very heavy. Eltrs. expect to do a large business this year.—A. B. Coutts, Agt. Terwilliger & Dwight Co.

Henry, S. D., July 9.—Crops here are in good condition. Wheat and oats not equal to last year but barley as good as last year. Corn doing very well and making a good growth. Flax good and up to average; millet and speltz up to average. Percentages, compared with last year: Wheat 90, oats 80, barley 100, corn 110, speltz 100 and flax 105.—J. T. Belk.

## DAKOTA LETTER.

Vienna, S. D.—The milling company is planning to build an eltr. as an annex to the mill.

Sheffield, S. D.—John Blair has built a 25,000-bu. eltr. to replace the eltr. burned last winter.

Bancroft, S. D.—C. H. Chase will install dump scales and make general repairs on his eltrs. at Bancroft and Raville.

Willow Lake, S. D.—H. J. Jacobshagen & Co. have built an office and will erect an annex to their eltr. When completed they will have one of the finest grain plants in South Dakota.

Watertown, S. D., July 12.—Crops are very good in South Dakota this year with the exception of the territory around Aberdeen, where they are very poor. The northwest part of South Dakota will have a very light crop this year. The balance of the state will average good. Rains have improved crops a great deal around Glenwood and there will be a fair average. All crops are very fine along the G. N. Ry. between Huron and Southshore. Barley is ripe and cutting has commenced.—F. W. W.

## NORTHWEST.

Gebo, Mont.—A. L. Babcock & Co., of Billings, have bot the mill of Spencer & Bordewick, at Fromberg, and will remodel it into an eltr.

## OHIO.

Fremont, O.—Gottson Bros. are about to start their new grain eltr.

Defiance, O.—Chas. T. Pierce & Bro. have succeeded Chas. T. Pierce.

Goodhope, O.—Dawler, Chenowith & Co. are out of the grain business.

Moffitt, O.—Dachsteiner Bros. have sold their interest in the grain eltr. to a Toledo firm.

Montpelier, O.—W. E. Riley has removed his eltr. one block north of the Wabash depot.

Fletcher, O.—The 50,000-bu. eltr. for Patty & Coppock is being built by the Reliance Mfg. Co.

Mansfield, O.—J. Carvel Gorman, of Baltimore, has succeeded W. Leroy Snyder as mgr. for The Goemann Grain Co.

Creston, O.—Geo. Hay and son, Dwight, intend building an eltr. and grain warehouse and engaging in the grain business.

Fletcher, O., July 17.—Wheat yielding about 15 bus. on an average; quality fair. Weather fine for threshing.—Patty & Coppock.

Circleville, O., July 7.—Wheat threshing in full sway; condition for quality poor. Condition of corn and oats fair.—Bales & Ashbrook.

Fremont, O.—Wolfe Bros., hay dealers, who have recently purchased buildings in Fremont, will remodel them and engage in the grain business.

Marion, O.—Need not run my want "ad." another issue, as I now have an endless number of applicants and have secured a man for the place.—J. M. Neer.

Wilmington, O.—The report that we are scoop-shoveling at Clarksville is erroneous. We are loading from wagons at Ogden, midway between Wilmington and Clarksville. No dealer has been at that point for 5 years.—Mitchell & Hague.

Melvin, O., July 20.—Wheat about all threshed; about half a crop and makes from 8 to 25 bus. to the acre; average about 14 bus. Most of the wheat is of good quality. Farmers are selling the most of it; very little being stored.—J. W. Channel.

Toledo, O.—New wheat is grading high at Toledo. Out of 25 cars new received July 16 all but one were graded No. 2. During the week ending July 18 out of 146 cars new wheat received 142 were graded No. 2, and 4 cars No. 3 red.

Van Wert, O., July 9.—Corn is very backward; at least one month behind the season. We will have to have a very favorable season and late fall for a crop of corn. The oats are about 75 per cent of a crop and the barley the same.—J. W. McMillen & Son.

Columbus, O., July 21.—Gales on the 18th injured corn and oats in the north. Wheat threshing progressing; yield disappointing but quality generally good. Corn grew slowly and is small and weedy. Oat harvest commenced; some rust reported. Barley and rye fair; hay improved, much having been secured in good condition.—Government Report.

Circleville, O., July 10.—Reports from threshers in this section are very disappointing on wheat; will hardly make an average of 12 bus. to the acre. Oat crop will be about an average one. The growing crop of corn is looking fine and with favorable weather, on out, will no doubt have an average crop.—Crits Mill Co.

Kenton, O.—E. Lawson, for many years engaged in the grain business, died July 10, aged 72 years. He was born in Lancaster County, Pa., and first engaged in the grain trade at Shelby, O., removing to Kenton in 1877. On account of ill health he retired from active business in 1894. He was a director of the First National Bank and a stockholder in the Kenton Gas & Electric Co.

## OKLAHOMA

Aline, Okla.—The Southern Eltr. Co. will erect a 20,000-bu. eltr.

Orienta, Okla.—S. R. Overton, of Hennessey, and Hutchinson & Co., of Cleo, will each erect an eltr. at this station.

Kaw, Okla.—The Peerless Mill & Eltr. Co. incorporated, \$20,000 capital. Incorporators, A. W. Baldock, H. B. Decker, and others.

Oklahoma, Okla., July 8.—The wheat in Greer county is yielding from 20 to 27 bus. per acre and testing 60 to 62 pounds.—Stinson, Morrison & Co.

Cherokee, Okla.—The Cherokee Mill & Eltr. Co. incorporated, \$25,000 capital. Incorporators, W. B. Graves, C. E. Haskett, A. J. Titus and others.

Deer Creek, Okla.—Deer Creek Eltr. Co. incorporated, \$10,000 capital. Incorporators, J. T. Stout, J. S. Dester, T. J. Hartman and C. F. Eberle.

Oklahoma City, Okla.—We feel that we can not get along without the Journal. Think it is the best grain journal in the field.—Stinson, Morrison & Co.

Cleo, Okla., July 13.—Wheat turning out 18 to 35 bus. per acre; quality the very best. Oats fine; 75 to 100 bus. per acre. Corn doing finely.—Hutchinson & Co.

Manitou, Okla.—The Planters Grain & Eltr. Co. incorporated, \$25,000 capital. Incorporators, C. A. Iglehart, of Manitou; W. M. Bruce and Louis Davis, of Lawton.

Carmen, Okla.—The Carmen Mill & Eltr. Co. incorporated, \$25,000 capital. Incorporators, Alexander C. Shaw, of Rockingham, N. C.; Daniel Murley and Chas. Robbins, of Carmen.

Blackwell, Okla.—The Kay County Mill & Eltr. Co. incorporated, \$15,000 capital. Incorporators, Geo. Miller, Rufus W. Miller and John R. May, of Blackwell, and Rufus Berry, of Otoe.

Hennessey, Okla.—C. Klock & Co. incorporated, \$4,000 capital. Incorporators, Wm. Bugg, Thos. Hope, O. B. Kidney and Chas. Voss. O. B. Kidney is on the suspended list of the Oklahoma and Indian Territory Grain Dealers Assn.

Oklahoma City, Okla.—Stinson, Morrison & Co., formerly the Wheatland Eltr. Co., of Wheatland, now have their headquarters in Oklahoma City. They operate warehouses at Snyder, Frederick, Davidson, Headrick, Leger and Olustee.

Oklahoma, Okla., July 21.—Rain needed for corn and cotton in Okla. and I. T.; corn damaged by hot winds, but earing out well and generally in fair condition. Cotton blooming and making fair growth, but mostly small and late. Forage crops doing well. Threshing continues, wheat yielding fair to good, oats poor to fair; fine yield of hay. Plowing for fall seeding progressing.—Government Report.

## OKLAHOMA LETTER.

Hennessey, Okla.—O. B. Kidney & Co. have bot the eltr. of C. Klock & Co.

El Reno, Okla.—The Stevens-Scott Grain Co. has just completed repairs on its cleaning house.

Douglass, Okla.—Randels & Grubb, of Enid, have bot the eltr. of Goltry & Son on the D. E. & G. Ry.

No. Enid, Okla.—B. T. Stebbins has bot and is operating the eltr. of the Farmers Co-operative Eltr. Co.

Crescent City, Okla.—J. H. Shaw, of Hennessey, is building 8,000-bu. eltrs. at Crescent City and Marshall.

Fairmont, Okla.—Smith & Twinn and T. J. Cole & Son are each building 10,000-bu. eltrs. on the D. E. & G. Ry.

Crescent City, Okla.—Randels & Grubb, of Enid, are just completing their 10,000-bu. eltr. on the D. E. & G. Ry.

Ames, Okla.—The Kansas, Nebraska & Oklahoma Farmers Co-operative & Shippers Asso. has bot the eltr. of Goltry & Son.

El Reno, Okla.—The Canadian Mill & Eltr. Co. is building a 100,000-bu. steel storage tank in connection with its mill and eltr.

Enid, Okla., July 8.—Wheat beginning



to move freely all over Okla.; quality excellent and indications that yield will average 18 bus. to the acre.—J. R. B.

### PACIFIC COAST.

Connell, Wash.—The Tacoma Grain Co. will erect a grain warehouse.

Salt Lake City, Utah.—The Cleaveland Commission Co. will build an eltr.

Seattle, Wash.—The city council has passed an ordinance prohibiting bucket-shops.

Krupp, Wash.—The Everett Milling Co. is building a warehouse which will be 100 x 200 feet.

Cayuse, Ore.—The Kerr-Gifford Grain Co. will build a \$1,500 warehouse which will be 40 x 120 feet.

Garland, Utah.—The Cleaveland Commission Co. of Salt Lake City will build a warehouse at this point.

Salt Lake City, Utah, July 18.—Crop prospects in Utah and southern Idaho are good.—Cleaveland Commission Co.

Idaho Falls, Ida.—The Cleaveland Commission Co. of Salt Lake City, will open a branch at this point Aug. 15.

San Francisco, Cal.—E. Meyer, a well known grain broker, has been appointed representative of F. Lenders & Co., of Liverpool.

Rosalia, Wash.—J. G. Hardesty has bot the Tolton warehouse and is making necessary repairs preparatory to going into the grain business.

Palouse, Wash.—Frank Freese & Son, of Snohomish, have bot the hay warehouse of J. A. Miller for \$2,500. Mr. Miller retains the grain warehouses.

San Francisco, Cal.—The grain losses, by fire, in California during one week has caused a loss of \$150,000 to insurance companies. One fire swept over 12 miles of wheat and orchards.

Kendrick, Ida.—The warehouse of the Tacoma Grain Co. burned July 13. Not much grain was destroyed as the mgr., J. C. Bibbs, had loaded out all the grain the day before but one sack.

San Francisco, Cal.—The omission of the name of Geo. W. McNear from the list of regular nominees for directors of the Merchants Exchange is said to have been due to his connection with the "big four."

Walla Walla, Wash., July 15.—It is true that the army worm was in Walla Walla valley in great numbers, but they were gone some time ago, doing little or no damage.—J. Z. Smith, Agt. Kerr, Gifford & Co.

San Francisco, Cal.—J. Stuart Murdoch, who has been with W. G. Lowry & Co. for the past 11 years, was given an interest in the firm July 1. The company has disposed of its grain interests in Alameda county.

San Francisco, Cal.—Lyden & Co., who, with M. L. Wolf, of Ventura, cornered the lima bean market, have failed. Liabilities, \$100,000; assets, \$25,000. After the firm had accumulated 6,000,000 pounds, no one would buy.

Nezperce, Ida.—At the annual meeting of the Kettenbach Grain Co. the following officers were elected: F. W. Kettenbach, pres. and general mgr.; W. F. Kettenbach, vice-pres.; Otto Kettenbach, assistant general mgr.; J. H. Schildts, Secy., and Ed. C. Smith, Treas.

San Francisco, Cal.—The Balfour, Guthrie & Co. have admitted, in answer to a suit filed by E. C. Horst, that it is

the practice of warehousemen to take at least 2 pounds from every 5 sacks of grain that is intrusted to them, the profits being divided at the end of the year.

San Francisco, Cal.—Jacob Eppinger, of Eppinger & Co., was indicted by the grand jury July 17, on a count of obtaining money under false pretenses in hypothecating worthless warehouse receipts with certain banks. His bond was placed at \$10,000, which was immediately given, and he was released. The reason that Herman Eppinger was not indicted was because of the absence of certain necessary papers.

San Francisco, Cal.—Distrust of all warehouse receipts following the Eppinger failure is delaying the movement of grain to tidewater. Bankers demand a change in the practices of warehousemen before again advancing on their receipts. A system under which a grain firm can issue receipts to itself and pledge the receipt with a bank, now is seen to be dangerous. Much of the grain this season will be stored in interior local warehouses.

San Miguel, Cal., July 17.—Harvesting and threshing are now in full blast. The yield on the best of summer-fallow land is nearly up to expectations, but on all land not farmed the very best, the yield is very light and disappointing. The quality is not up to our usual high standard, on account of the absence of our usual late spring rains. The prices are good and that will to some degree compensate for the lightness of the crop. The high prices prevailing will encourage our farmers to seed a full acreage this fall.—W. A. Wilmar, Agt. Southern Pacific Milling Co.

### SAN FRANCISCO LETTER.

The election for pres. and the directors of the Merchants Exchange was held July 21 and the annual meeting July 23.

Bernard Ettlinger, of the firm of Eppinger & Co., will not be indicted, as he was a silent partner and took little or no part in the manipulations of warehouse receipts.

Charters are extremely dull, very few new fixtures being reported here, or on Puget Sound, and for what few ships are on berth for new crop loading, from 17s. 6d. to 18s. 9d. are the prevailing rates.

The government has let contracts for 2,000 tons of oats, 1,000 of red and 1,000 of white, and will probably call for more oats in the near future. These contracts have helped the oat market considerably.

Altho the warehouses of Eppinger & Co. at Port Costa have been ruled off the "regular" list, they still hold their membership in the Exchange, but there is some talk about taking action in the matter.

The Pacific Coast Warehouse Co's. warehouse at Port Costa has been declared no longer "regular" by the Exchange, for the delivery of call board grain. This warehouse was owned by Eppinger & Co. and it is on account of the failure of that firm that the directors have taken action.

Futures are steady, wheat being largely influenced by the action of Chicago. Spot business is light and does not begin to approach the volume done this time last season; receipts are especially light, shippers buying only enough to load present holdings; no new chartering being done, hence the situation is dull all around, and do not look for much improvement until prices come within range of foreign buyers' ideas and shipping to Europe again becomes active.—R. E. W.

### PENNSYLVANIA.

Philadelphia, Pa.—The warehouse of the Merchants' Warehousing Co. was damaged by fire July 17 and the contents, which consisted of hay, malt, flour and other goods were destroyed. Loss, \$150,000, covered by insurance.

Philadelphia, Pa.—David R. Locher, of Philadelphia, and the Security Title & Trust Co., of York, have been appointed receivers of the Eastern Milling & Export Co. The company, which defaulted the interest on \$800,000 bonds, is to be reorganized.

Philadelphia, Pa., July 17.—Business is dull and prices are weak, notwithstanding the newspaper quotations of 44 to 44½ cents for oats here. We bot choice clipped oats at 41 cents a couple of days ago and can buy them for 40½ cents. Yellow corn can be bot at 57½ cents; there is some demand for corn in transit.—L. J. Logan & Co.

### SOUTHEAST.

Sistersville, W. Va.—G. W. Lazear has sold his interest in the firm of Lazear Bros.

Richmond, Va.—Geo. T. King, commission merchant, is sending his patrons a large calendar for the half of 1903.

Padens Valley, W. Va.—G. W. Lazear, formerly of Lazear Bros., of Sistersville, has engaged in the grain and hay business.

Norfolk, Va.—The hay and grain warehouse of Jesse Jones & Son on Roanoke dock burned July 9. Loss, \$75,000, well insured.

At the instance of the Meridian Board of Trade the Mississippi Railroad Commissioners have required the Alabama & Vicksburg Railroad to furnish information regarding the cost and operating expense of the road to determine whether the demand of the Board of Trade for a rate of 3½ cents per 100 from Vicksburg to Meridian shall be granted.

Fairmont, W. Va., July 11.—Wheat is all cut. Corn is very backward and if we have an early frost will be greatly damaged. Our local trade and the mining interests, in this and adjoining counties, have to depend entirely on the western markets for our supplies; it takes about 20 or 30 cars of hay, straw and grain to supply the trade here per week.—J. H. Kinkead.

### SOUTHWEST.

Crowley, La.—Brooks & Clark have succeeded Brooks Bros. & Co. The firm is composed of G. B. Brooks and L. H. H. Clark, G. H. Brooks having withdrawn his interest.

New Orleans, La.—The committee of the Board of Trade which is to investigate methods of conducting a futures market will visit the leading grain exchanges early in August.

Arkadelphia, Ark.—Adams Bros. have complained to the Interstate Commerce Commission that the St. Louis & Iron Mountain road has abolished reconsignment of grain at St. Louis, forcing them to pay the local to Arkadelphia, while St. Louis millers enjoy a thru rate.

### NEW ORLEANS LETTER.

During the past year New Orleans reached the top of the list of exporting ports. Prospects point to an equally prominent position for 1903-04.

The Board of Trade is now preparing its new folder of standard grades; and



while nothing definite has been announced, it is understood about the Board that no changes will be made.

In New Orleans there are a number of commercial bodies each devoted to some special line of the city traffic. The Board of Trade is the center of the grain business. All the wheat and corn which passes through New Orleans to Europe and elsewhere is graded by the inspection department of the Board.

The close railroad connection soon to be established with St. Louis and Kansas City over the new Frisco system will insure competition in the North and South traffic, and is expected to have some effect upon present rates. The Frisco road has purchased terminals below New Orleans and will erect eltrs.

The Board of Trade is taking an active part in the steps, to hold in New Orleans this autumn a congress, from all the states of the Mississippi Valley, to consider ways and means whereby an increased measure of protection may be afforded the agricultural interests of the section against the danger of overflow from the high waters of the Mississippi river.

The coming to New Orleans several days ago of the first car of new wheat, acted as a spur to the efforts of the New Orleans Board of Trade to increase the business of the port in that direction during the present year. Plans are on foot for the establishment of a future department on the Board of Trade to handle grain, and to act as a stimulus to the trading done in the city.

The transportation committee of the Board has recently been registering a strong complaint against the several railroads handling grain business of the port for not moving grain cars quickly. For some time there has been considerable delay in securing delivery of the grain after it was known to be in the hands of the railroad. There has also been delay in getting the empties away. All these matters the committee has been endeavoring to get settled satisfactorily before the heavy business of the season sets in.

The agitation in favor of the establishment of a future market for grain dealing upon the floor of the New Orleans Board of Trade, was begun during the early part of the winter, but was not announced to the public until a few weeks ago. At that time, those persons on the Board who had been gathering statistics and facts concerning the possibilities appeared before a special meeting of the Board of Directors, submitted the matter, and obtained the appointment of a committee to go into it further. This committee performed its duty, and reported so favorably that the Directorate and membership of the Board indorsed the step with hardly a dissenting voice. This committee was appointed by President Henry F. Lafaye and consisted of James W. Porch, A. F. Leonhardt, and the secretary of the Board, Fred Muller. After studying the matter in all its phases the committee will be expected to draw up a scheme for the projected department. It is said about the Board that at first there will be but two calls a day, and that 2,000 or 3,000-bu. contracts will be the units of business.—J. E. E.

## TEXAS.

Austin, Tex.—The state railroad commission held a hearing July 21 on grain rates.

Weatherford, Tex.—H. B. Dorsey, secy. of the Texas Grain Dealers Asso., is printing and will soon distribute to

members a revised list of the members of the asso.

Myra, Tex.—The mill and eltr. of the Aldridge Mill & Eltr. Co. were sold July 7 for \$16,000 to S. Harrison and F. Bergerman.

Palestine, Tex.—The Lewenthal-Harrison Co. incorporated, \$20,000 capital. Incorporators, L. & G. E. Lewenthal and H. Harrison.

Texarkana, Tex.—Gustav Munz and associates have bot the 4 C mill property for \$25,000 and intend building an eltr. with a capacity of at least 150,000 bus.

Galveston, Tex.—Officials of the Peavey Co., Minneapolis and Kansas City, visited Galveston recently to look into the facilities of the port for grain exports.

Sourlake, Tex.—The Sourlake Grain Co. incorporated, \$16,000 capital. Incorporators, C. P. Shearn, J. V. Newham, of Houston, and W. L. Warnell, of Nashland.

Houston, Tex.—The So. Texas Grain Co. intends building an eltr. and grain warehouse if consent can be obtained from the city council for the building of a spur track from the main line of the G. H. & S. A. Ry.

Dallas, Tex.—Experiments with different varieties of wheat have just been completed at the U. S. experiment farm, Dallas County. The best variety seems to be the Black Don, a kind grown in the Black Sea region of Russia. The experimenters enthusiastically predict that the Black Don is to be the paramount wheat of Texas.

Galveston, Tex.—The Galveston Board of Trade, C. McD. Robinson, chief grain inspector, has established a grade of No. 1 wheat, which will no doubt be needed this season since much of the wheat is of such high quality. The rules are "No. 1 white, to be bright, sound, dry, plump and well cleaned pure white winter wheat, and weighing not less than 61 pounds." "No. 1 hard, to be bright, sound, plump, dry and well cleaned hard winter wheat, and weighing not less than 61 pounds."

Weatherford, Tex., July 17.—In Texas, judging from reports received from millers and the leading grain dealers, the yield of wheat will be about twenty million bushels. The yield of the oat crop is disappointing, as many thought we would have a splendid yield of oats, but the best estimates now run from one-fourth to one-third of an average crop, or from 10,000,000 to 15,000,000 bus. Spring oats are disappointing, the grade being light. The corn acreage is about the largest we have had for many years and the condition is promising, tho I believe there are many sections in which the dry weather will affect the yield and also the grade. But at all events, I feel sure that Texas will have considerable surplus corn this year.—H. B. Dorsey, Secy. Texas Grain Dealers Asso.

## WISCONSIN.

Peebles, Wis., July 22.—The crops in this territory are normal.—Peter Nett.

Osceola, Wis., July 22.—Our crops are all looking fine. Rye is about all cut and a good crop.—Osceola Mill & Eltr. Co.

"Milwaukee kickers can not advance the interests of their market by talking against the Grain Shippers Asso. to News reporters."

Omro, Wis., July 22.—Oats good. Barley good. Corn growing fast; looks like a good crop. Not much wheat raised in

this section, but what there is, is good.—E. A. Each.

Packwaukee, Wis., July 22.—The grain is very good in this section of the country this year; all that I have reports of.—C. H. Chapman.

Cadott, Wis.—The Union Grain Eltr. Co. incorporated, \$5,000 capital. Incorporators, A. C. Bohrnstedt, J. J. Kaiser, R. B. Cunningham and others.

Osseo, Wis., July 22.—The prospects for a good crop of all kinds of grain here were never better and everything looks in first class condition.—Osseo Mer. Co.

Tunnel City, Wis.—Winship & Taft Co. incorporated, \$25,000 capital, to deal in grain, lumber and live stock. Incorporators, J. E. Winship, C. W. Taft, Martin Betthusier and Wallace F. Taft.

Milwaukee, Wis.—The Jos. Schlitz Brewing Co. has secured a permit to erect an eltr. and working house, to cost \$140,000. The building will be 76x151 feet and will rest on a concrete foundation.

Nye, Wis.—The eltr. of the Osceola Mill & Eltr. Co. was damaged during a storm July 9 and slid off its foundation and burst and let 4,000 bus. of grain out on the ground. The house is a complete wreck and will have to be rebuilt.

Manitowoc, Wis.—The Manitowoc Malting Co. is building eltrs. at Van Dyne, Sherwood and Snells Siding. The company has leased eltrs. at Byron and expects to lease the Cooper eltr. at Fond du Lac. These additions will give an increased capacity of 200,000 bus.

Milwaukee, Wis.—Wm. F. Carrington, Geo. W. Patton, John P. Grier and Henry J. Patton, members of the firm of Bartlett, Frazier & Carrington; Henry P. Murgidge and Elmer Robertson, all of Chicago, and Harry S. Riley, of Minneapolis, have been elected members of the Chamber of Commerce.

Onalaska, Wis., July 22.—But little wheat sowed around here; good what there is. Oats fair; short and not filling out extra good. Corn very uneven; some good, some medium and some very poor; light soil the best so far; heavy soil must have a long, warm season to make fair crop. Looks like 75 per cent of a crop.—J. M. Pierce.

Oshkosh, Wis., July 22.—The hay crop in Winnebago county is heavy and of fine quality; mostly second. Barley now being harvested and promises well. Oats are heading out and promise a fair crop. Wheat is a small crop with us but looks well. Corn is short but is healthy and is doing well; the nights are a little cool.—Warwick Coal Co.

"Say, old man, when is the safest time to speculate in grain?" Been There—"On Sundays and holidays, of course."

A bill is to be introduced in Congress making alcohol used in the arts free of tax. If it passes Peoria will be a greater corn market than ever.

Visitor in the Elevator—"Are you having any trouble with the receiving scale?" Laborer (who has just joined Grain Elevator Employees Union No. 418)—"I don't know. I hear the bosses have refused to sign it."

Two years ago a Polander out on Nubbin Ridge swallowed a grain of wheat. Last week he was attacked with a fit of coughing and coughed up a 50-pound sack of flour and 100 pounds of bran. Truth is mighty and will prevail.—Hartford Day Spring.



## Annual Meeting of Southern Minnesota and South Dakota Grain Dealers

The second annual meeting of the South Minnesota & South Dakota Grain Dealers Asso. was held in Holcomb Hall, Minneapolis, Wednesday, July 15th. A. F. Brenner, Minneapolis, called the meeting to order at 2:30 p. m., Pres. J. L. McCaul and Vice-Pres. A. W. Bingham being absent.

Mr. Brenner, after being elected chairman of the meeting said: Owing to the absence of Mr. McCaul there will have to be some variation from the program laid out. Secy. May will now read his report.

Mr. May read the following secretary's report which was accepted. Mr. May also read the treasurer's report which was accepted.

### SECRETARY'S REPORT.

Mr. President and Gentlemen:

In making this, my first annual report, to this asso., I shall endeavor to make a brief and concise statement of the work done during the past year.

The association has received during the year 20 new members, making a total enrollment of 163 members in good standing, representing 780 elevators.

There are about 1,000 elevators in the territory covered by this asso., which leaves about 220 elevators that there would be any probability of adding to the asso. in the future. All these elevators are practically enjoying all the benefits of the asso. and should become members.

The treasurer's report shows a cash balance of \$1,327.97, besides office fixtures to the amount of \$175.00, making the total assets of the asso. \$1,502.97. The July assessment was passed, as we had funds sufficient to carry on the work of the asso.

The Governing Board have done but little work in arbitration during the past year, only one case being considered. There have, however, been several differences referred to me which I have succeeded in adjusting. There has been no provision made in the Constitution for a Board of Arbitration. I would suggest, as arbitration is one of the most important features of association work, that the Constitution be revised, giving the president power to appoint a Board of Arbitration. This would prevent the impression among dealers that they will be denied the right of appeal to the National Asso.

The usual number of local meetings have been held, and I am pleased to say that, in general, a friendly feeling exists among the local dealers. I believe in frequent local meetings, as it gives the dealers a chance to become better acquainted, and more in touch with each other, thereby promoting a general feeling of good fellowship. I am sure that both time and money are well spent in attending these meetings, and I am certain every dealer here present will agree with me in this.

As Secy. of this asso. I have used my best endeavors to promote the work of the asso. and to secure for each member all possible protection, keeping in mind the law, the public, and the general good of the members.

The asso. work should, I think, continue along the same line that we have followed. The campaign should be one governed by reason and common sense, and with the one and only object to improve trade relations, remembering that the asso. can exist only so long as it keeps within the bounds of law and justice.

This asso. is fortunate in having a president and governing board who, by their wise management, greatly assisted in the work of the asso., and I here wish to thank them for their efficient work.

I also wish to acknowledge the kindly disposition of the members and their hearty co-operation in the work.

### TREASURER'S REPORT.

#### Receipts.

|                                    |            |
|------------------------------------|------------|
| Balance on hand Aug. 20, 1902..... | \$ 101.75  |
| Received Membership Fees.....      | 54.00      |
| Dues.....                          | 4,042.56   |
| Trust Fund.....                    | 100.00     |
| Total.....                         | \$4,298.31 |

#### Disbursements.

|  |            |
|--|------------|
| Traveling expenses of Sec. and Gov. Board.....       | \$ 484.30  |
| Printing and Stationery.....                         | 64.83      |
| Refund Trust Fee.....                                | 100.00     |
| Postage.....   | 130.20     |
| Dues National Asso.....                              | 157.00     |
| Badges.....  | 55.00      |
| Exchange.....  | 6.50       |
| Sec. Bond.....                                       | 10.00      |
| Office expenses—rent and telephone.....              | 257.57     |
| Refund Bal. Check.....                               | 2.97       |
| Office supplies—maps, typewriter refitting, etc..... | 37.66      |
| Stenographer's Salary.....                           | 135.75     |
| Telegrams.....                                       | 16.09      |
| Sec. Salary.....                                     | 1,312.37   |
| Total.....   | \$2,970.37 |
| Balance on hand July 1st.....                        | \$1,327.97 |

Chairman Brenner appointed the following Nominating Committee: H. Rippey, Fairmont, Minn.; A. H. Betts, Mitchell, S. D.; F. E. Crandall, Mankato, Minn.; G. H. Shanard, Bridgewater, S. D., and W. H. Chambers, Minneapolis.

The following committee was appointed on Resolutions: F. E. Crandall, Man-



A. F. Brenner, Minneapolis, Pres. South Minn. and So. Dak. Grain Dealers Assn.

kato; E. A. Brown, Luverne; C. W. Gillingham, Windom.

R. P. Quist, State Weighmaster for Minnesota, read the following paper:

### WEIGHING GRAIN AT MINNEAPOLIS.

It may be truthfully said that an established standard of weights and measures is an evidence of high civilization; yet matters not how true the recognized standard may be unless all weights and measures are made to conform to the adopted standard.

Human experience has taught us that just as the counterfeiter seeks to defraud by making and circulating spurious money, so we will find men who will endeavor to defraud by false weights and measures. In fact, wherever commerce exists there will be men prone to take advantage of their fellow-men.

This may be a weakness of human nature to thus deceive and cheat, and for that very reason laws have been enacted and safeguards provided in order to protect the dealers in grain from being defrauded.

Business men are not angels, but are beings subject to temptations, and in many instances are liable to yield if it pays well financially, and they feel reasonably sure that they will not be detected. Hence, in order to remove temptation from the grain dealers at terminal points in the state, and

to protect the country shipper, the legislature enacted laws establishing the state grain department.

Those of you who are familiar with the history of this state will remember that it was only after great agitation over the state at large, and only after the very strongest demands from the country elevator men, that the state grain department was established.

The question has often been raised whether the state or a commercial body, such as a Board of Trade or Chamber of Commerce, can best serve the dealers or producers of grain in handling their product at the terminal markets.

The state stands as an arbitrator between the buyer and seller; it treats both with equal fairness; it is disinterested, as it has no financial interest, its only care being to see that justice is done. Can this be said of a commercial body whose members are interested either as buyers or sellers of grain? The question is best answered by those vitally interested.

The state weighing department does not hold the very unsatisfactory position of being a mere figurehead in the handling and weighing of the immense volume of grain that pours from the western country into the terminal markets of the state, but supported by laws that provide supervision by competent men who are under no obligation to either party concerned, as they know that their position does not depend upon the good or ill-will of mill or elevator people where they might be stationed, and with each weighman under a substantial security bond of \$5,000, thus being personally responsible for the results of his work, there is almost certainty of correct and accurate weights.

The department aims to be an active and energetic factor in the labor of securing correct weights, making constant effort towards the improvement of the service, by advising the adoption of the most modern equipment, and striving for one that tends towards the assurance of equity to all parties involved.

The methods of grain handling have changed wonderfully in the last two decades. The hand-shovel has given way to the powerful scoop operated by steam power; the small screw conveyor has been displaced by the rapidly moving flat belt; the diminutive elevating leg has been increased to more than three times its original size; the old-fashioned garner has been abandoned for the newer style which discharges its load of 1,500 bushels in less than three minutes; the two-hundred bushel hopper is no longer in use, but in its place is the immense hopper of wood or steel with a capacity of from one to two thousand bushels.

The old plain scale-beam is obsolete, and instead is used the modern type registering beam which is a marvel of simplicity, and its value to the securing of positive records would be hard to compute.

Instead of the plain scale-hopper without any means of knowing whether or not there was a leak from hopper, or with no positive knowledge that no part of a given draft was held back in the hopper after being weighed, we now have a reliable automatic device that covers the points in question, and is being installed and used in this terminal system with the best of results.

Shippers, generally, may not know that the state weighing service means more than the supervision of the weighing. But it does mean more than that. As stated before, it is the intention of the department to be an active agent in the weighing business, and we make thorough and careful examination of every mechanical detail which can in any way have relation to the weighing, and the employees of the department are not daunted by the whirling clouds of grain dust that envelop the gigantic elevating plants, nor is the matter of danger considered when it is necessary to go under the heavily loaded scales to search for some apparent binding condition, or descend into an empty grain bin 85 feet deep to make an examination for a possible break in a loading spout.

This realistic part of the work soon proves to the state employee in the weighing service that the position is no sinecure, but requires care and judgment other than that which is needed to receive a state check at the end of the month.

I want to avoid tiresome statistics, but to give an idea of the vast volume of grain weighed by the Minneapolis department, will state that during the past ten months of the present grain year 189,952 cars of grain have been weighed, and if made up into a solid train, allowing forty feet for the length of each car, the train would be 1,440 miles long, a distance equal to



that from New York city to Fargo, North Dakota. And since the inception of the department seventeen years ago, a solid train made up of the cars weighed during that time would encircle the earth at the equator! An amazing statement proven by actual figures, and shows the enormous production of the Northwest for the world's consumption in grain alone.

Regarding the shortage claims that arise, a study of the subject leads us to believe that the question of error is the smallest item that enters into the question, for during the past ten months out of the 189,952 cars weighed, 11,183 have been reported in "bad order."

The total of bad-order cars is more important to us when it is shown that 3,579 cars had leaky grain doors; 2,223 were leaking in body of car; 895 had seals broken; 3,145 arrived with no seals, and 1,241 reached this terminal with side or end doors open.

It is evident to all concerned that this great number of bad-order cars ought not to exist, and it is our mutual business and duty to examine into the case to discover if possible what the real cause is.

From examination and investigation of leaking grain doors and leaky cars it is apparent that aside from actual wreck in transfer, careless coo-perage and poor cars, unfit for hauling grain, are the main causes of loss of grain by leaks in transit.

The fact that 3,145 cars arrived with no seals and 895 with seals broken argues that greater care ought to be used by the railroad companies, for cars with no seals and with seals broken are just as liable to pilferage as the astonishing number of 1,241 cars that arrived here with doors open.

The above figures positively point to the fact that greater care must be exercised by all, in order to eliminate the chances of loss in transit, either from leaks as a result of poor coo-perage or the liability of loss by pilfering.

Elevator men generally are practical men who know what bumping and rough handling a car is subject to, and ought to let no car leave their elevator or station without knowing personally that it is coo-pered securely enough to stand the trip to destination, and also ought to know that their car is properly sealed on every door to protect themselves in case of the possibility of tampering and pilfering.

Often a leak occurs in transit and is temporarily fixed or coo-pered by the train crew. Such a car may arrive in the terminal yards with no visible indication of having leaked grain, and in such a case it is impossible for the department to determine the cause of the apparent loss, but seems to be one of the chances that exist and that must be taken by the grain handlers.

Before a car is loaded the interior lining should be examined, for several bushels of grain can find its way behind a car lining, which grain can not always be gotten out or may not be seen when car is unloaded.

The law ought to be observed when loading cars with grain, by placing in each car a card with the weight of contents written thereon. Then when the car is weighed, in case of apparent shortage, immediate investigation could take place before other cars were handled, and if the cause existed in mill or elevator it is plain that the chance of discovering it would be almost certain, and it would be more difficult to locate a cause of shortage a week or a month after the car was weighed and the particulars forgotten.

The state has even determined to protect the shipper's interest before his car has reached the unloading mill or elevator, and has maintained a force of special detectives and watchmen with police authority, who have made a vigorous and systematic patrol of the Minneapolis terminal yards.

I can safely say in conclusion that in no branch of industry has there been greater improvement nor more marked development than in the business which you represent, and since necessity is the mother of invention, it is safe to predict that the end has not yet been reached, for as long as the flow of grain from the West and Northwest continues to fill the world's granary, the rising generations will benefit by your experience and the results of your efforts, and will find their way easier because of the problems that you have solved and demonstrated for them.

Chairman Brenner: It seems to me it would be a good idea if some steps could be taken to have consignee notified when a car arrives in bad condition and he could report to his shipper, and take steps to as-

certain if the car had been opened in transit.

Mr. Quist: Of course the railroads are not very anxious to have this known as they will be held responsible for loss that will occur when seals are broken.

It was moved and seconded that the Governing Board take this matter up and the motion carried.

Secy. Stibbens of the Grain Dealers National Asso. was introduced and said:

## MR. STIBBENS' ADDRESS.

I have been asked to talk on Association Work, but as I look over the faces of those before me, I find they are those of intelligent business men, and it might be out of place for me to tell them how to run their business. Grain men are so constituted that they cannot get together and fix up a grievance, unless another party steps in between them and acts as arbitrator.

You have been in existence as an asso. two years, and I take it you have done great good for this section of the country.



A. A. Truax. G. H. Shanard. W. H. Chambers.  
E. A. Brown. A. F. Brenner. F. C. Kingsbury.

If you have not done a great good you ought to have done it. A mistaken idea held a few years ago, when assos. were first organized, was that assos. were organized for the express purpose of fixing and maintaining prices. This is a mistaken idea, as there are a great many other things an asso. can look after in the way of remedying evils at terminal markets and creating harmony at your stations, and when you have created harmony you have settled the question.

I take it this is largely an asso. made up of line houses. There may be a feeling of jealousy existing between different parties, and if this is so it should not be. Whenever a man treats anybody as he would like to be treated you find them getting along smoothly.

In listening to Mr. Quist's paper I notice he has reported that something like 3,000 cars have been received in this market in the past year with seals open and doors broken. Somebody is responsible for this, and I venture to say that the fault lies with the railroad companies. If their yards were properly watched these seals would not be broken. Besides, it rests upon the railroads to reseal cars when seals are broken. I would suggest to Mr. Quist that when he finds cars arriving in bad condition, that he make a notation to that effect on the weight certificate, which goes to the commission man and then to the dealer. By making a note of these defects, broken seals, leaking grain doors and poorly coo-pered cars, they can render a great service to the grain trade of the Northwest.

You must understand that the asso. must be run on broad principles. You have the

laws of the land. You must not act in conflict with them, and the rules of this asso. must not conflict with the laws of this state.

The success or failure of your asso. depends largely on the work of your secretary. He is the man who is practically responsible for the success your asso. will have. It would be hard to explain to you in a few minutes what his work should be. He will hold local meetings frequently throughout sections of the state, to get the dealers together if they are having trouble, for these people getting together and becoming acquainted with each other, creates friendly feeling and is worth more money than all these members pay in a year.

Your secretary should investigate the conditions in this market and keep members fully advised as to the terminal conditions. He should take the matter up with the railroad companies in regard to protecting the yards in this market, and he will find that if he goes after them as he should the yards will be properly protected. The railroads lose annually thousands of bushels of grain, on which they receive no returns on account of leakage in this market. There

is a great work for your secretary to do. He should keep the members informed of all matters of importance to them.

There are a great many obnoxious laws introduced into the legislature and your asso. should see to it that these laws are not passed. A law was introduced into the Nebraska legislature last winter, which, if passed, would have killed every grain asso. in the country, and it may be that similar laws will be introduced into your state legislature. You should also see to it that the railroads do not grant sites for elevators at stations where the business does not warrant it.

J. J. Donahue, Winona: The secretary of the Wisconsin Grain Shippers Asso. is here. We would like to hear from him.

Secy. G. C. J. Spoerri, Secy. of the Wisconsin Grain Shippers Asso., spoke as follows:

## MR. SPOERRI'S ADDRESS.

The asso. of Wisconsin is rather young, having only a membership of 50 to your 163. I do not know that I can add anything to what has been said by those who have preceded me. But if you have been wide awake to the interests of your asso. you will agree with me that the asso. has done you a marvelous amount of good, and, if perhaps you have lived at Mitchell, S. D., and not talked to your competitor for 10 years, is it not true that your asso. has brought you closer together and established friendly relations?

Has the asso. made you broader minded, where heretofore you have been narrow



minded, and all you thought about was "Me" and "I"?

Have you been taken into the confidence of your competitor, and do you now work together on a basis that will run your business on a legitimate and profitable margin?

It has happened in Wisconsin and I guess Wisconsin is no exception to the rule, that men have been in the grain business twenty years and not made a dollar.

Are you in that class?

The asso. aims to put your business on business principles. Has it been your custom to continually lend bags and advance money to irresponsible farmers, or have you always been bulling the market, not being able to stand and see a load of grain go by your door, and refused to co-operate with your competitor?

These are some of the evils that the asso. have disposed of for you. In Iowa since the establishment of that asso. elevator property has appreciated from 20 to 60 per cent, simply thru the good relations that have been established between the grain shippers.

I hope your asso. will continue to prosper and that you will continue to have these annual meetings and get together and become acquainted.

Mr. Bell of Milwaukee extended an invitation to the asso. to hold its next annual meeting in that city.

F. W. Werdin, Glenwood: I would like to know if anything has been done in regard to insurance for grain elevators.

Chairman Brenner: An insurance asso. is being organized to be called the Lumber Dealers and Grain Dealers Ins. Co., but nothing has been done regarding it by this asso.

The Committee on Resolutions reported as follows:

#### RESOLUTIONS.

Resolved, That Section 2 of Article 3 of the By-Laws be amended to read as follows: "The secretary-treasurer shall give a bond for not less than \$3,000.00, which bond shall be filed with the president; said bond to be with some fidelity company approved by the governing board."

Resolved, That Section 1 of Article 3 of the Constitution be amended to read as follows: "The officers of this Association shall consist of a president, vice president, secretary-treasurer and a governing board composed of the president and five other members of the Association."

F. E. Crandall,  
E. A. Brown,  
C. W. Gillam,  
Committee.

W. H. Chambers: I move the adoption of the report of the Committee on Resolutions.

The motion was seconded and carried.

Mr. Chambers: I move that the constitution be amended per the report of the Committee on Resolutions. The motion was seconded and carried.

The Committee on Nominations reported the following nominations: For Pres. A. F. Brenner, Minneapolis; Vice-Pres., E. A. Brown, Luverne.

Governing Board. A. A. Truax, Mitchell, S. D.; Geo. H. Shanard, Bridgewater; W. B. Parsons, Winona, Minn.; W. H. Chambers, Minneapolis; F. C. Kingsbury, Heron Lake.

It was moved and seconded that the secretary be instructed to cast a unanimous vote for the officers named for the ensuing year. The motion carried.

W. P. Devereux, Minneapolis: I move that the asso. tender a vote of thanks to Mr. J. L. McCaull for his services during the past year. He is at present out of the city or would have been with us. You all know he is a worker and has been with us all the time.

The motion was seconded and carried.

G. A. Stilbans: I am glad to announce that the annual convention of the Grain Dealers National Asso. will be held in this city Oct. 6, 7 and 8 and extend a cordial invitation to the members of this asso. to be present.

Upon motion the secretary was instructed to send a copy of the resolution containing a vote of thanks to Mr. McCaull to him.

W. H. Chambers: I notice in our constitution, we do provide in a way for arbitration of difficulties between members. Our present method is to take up the arbitration of differences thru the Governing Board. I believe we have no rules governing the methods of arbitration. I would like to state that in Iowa, Texas and Indiana, and some of the other states, they have progressed considerably in this matter of arbitration and settling differences between members of the asso. and members and non-members. I believe it would be very well for us to take up the matter of providing for this work here. I would be very much in favor of having it discussed with a view to having this made a prominent feature of our work here.

Secy. G. D. Rogers of the Minneapolis Chamber of Commerce, spoke as follows on Bucket Shops:

#### BUCKET SHOPS.

I have but a brief time to address you, and I have but a brief address to deliver. As grain men you all realize this one fact, that perhaps the worst thing that stands in the way of a successful grain business to-day is the bucket-shop. The bucket-shops are in the grain trade as they are in the stock business. They are bad in their inception, bad in their methods and the results of their operations are bad.

There is a difference between speculation in grain and bucket-shops. The difference is purely this: in the bucket-shop there is one side and only one side to the deal. This is when the trade is made. The man who steps into a bucket-shop has either to buy or sell. He buys or sells to the bucket-shop man and there the trade ends. As a rule speculators are buyers of futures. Necessarily, as a rule, the bucket-shop dealer is the seller of futures. Now, inasmuch as there is a tendency to speculate in grain, it is found, that that speculation is what pays the carrying charges as a rule.

If the speculator goes into the market and buys futures he pays the premium that is charged for futures and the grain man whether he be in the interior or at the terminal markets, is the man that profits by it. The producer profits by it because the tendency of the buying is to put the market forward and the tendency of the bucket-shop operators is to put the market lower. He has more information on the market, probably, than the dealer, and his whole object is to manipulate the trade so that the profits will fall into his own locker. Speculation is good in many ways. If it were not for speculation in grain there would be no such thing as a continuous steady market for grain. It would then fall back, in a measure, into the old methods of dealing in grain, not so bad probably as trading grain for potatoes or eggs, but it would go back toward that condition.

At the time the internal revenue law was passed taxing trading in grain exchanges, the first order of the revenue commissioner was that the bucket-shop trade should pay two revenue stamps, one on each trade, one for the opening of the trade and one for the closing, but it was shortly found that there was but one trade. They said afterward there need be only one stamp put on bucket-shop trades, because the man who sells is the only one to put on the stamp, when he sells. Now, in order to close out a bucket-shop trade there is no second trade to it. The commissioner soon found out that there was only one stamp to be put on. In a grain exchange there are two sides to a trade, the buying and selling, but in a bucket-shop they simply buy or sell and that ends it.

Speculation is necessary for the grain trade, and that is the excuse for it in the grain trade. Speculation has been accepted in all branches of business, whether it is in the land business, or grain business, or any other business.

President Brenner: The new Governing Board will meet tomorrow afternoon, with Mr. Quist in his office, at 3 o'clock.

Mr. Chambers: I believe it is the duty of this meeting to appoint delegates to the

annual meeting of the National Asso. I move that the Governing Board be authorized to appoint delegates to the National meeting. The motion carried.

Adjourned sine die.

#### CONVENTION NOTES.

Sixty-four were present at the opening.

After the meeting all helped themselves to a luncheon served in an adjoining room.

Gerstenberg & Co., Chicago, was represented by E. Gerstenberg, H. Hahn and Frank Landers.

Three men from Iowa: J. C. Herring, Riceville; J. J. Quinn, Britt, and M. T. Shepherd, Sioux City.

Milwaukee was represented by W. M. Bell, of W. M. Bell & Co., and M. V. Harrington, of Milwaukee Elevator Co.

South Dakota shippers present were: A. H. Betts, Mitchell; J. M. Bennett, Flandreau; J. Doering, Parkston; D. M. Hofer, Bridgewater; D. D. Hofer, Ambria; M. King, Utica; J. G. Ostratt, Lake Preston; F. Reich, Bridgewater; H. Rippe, Farmer; G. H. Shanard, Bridgewater; A. A. Truax, Mitchell.

Minnesota dealers in attendance were: E. A. Brown, Luverne; V. E. Butler, Heron Lake; D. A. Campbell, Dundas; J. P. Coffey, Luverne; F. E. Crandall, Mankato; J. J. Donahue, Winona; H. Dittes, Franklin; C. W. Gillam, Windom; J. J. Giep, Clara City; F. S. Kingsbury, Heron Lake; J. La Due, Mankato; J. R. Murrell, Wykoff; A. Ostberg, Kensington; A. H. Reinke, Lake Wilson; H. Rippe, Fairmont; B. P. St. John, Heron Lake; G. A. Tate, Balaton.

Minneapolis was represented at the meeting as follows: American Grain Co., by W. S. M. McLaughlin; J. K. Elliott; F. N. Loomis; John McLeod & Co.; P. B. Mann & Co., by W. B. Hatch; Peavey Grain Co., by W. H. Chambers; H. Poehler Co., by O. F. Schnell and J. E. Duvigneaud; Security Eltr. Co., by C. A. Malmquist; Spencer Grain Co., by J. A. Reed; C. C. Wyman & Co., by W. E. Cummings; E. L. Welch & Co., by J. W. McClatchie; Woodward & Co., by H. R. Bertuleit and F. W. Werdin; P. P. Quist, Chief Weighmaster.

Corn bread is not the popular thing it once was, even here in Virginia.—Richmond Times-Democrat.

A Kansas farmer's pretty daughter gives three kisses and a hug to the one of her father's harvest hands who shocks the most wheat during the day. This in itself is enough to shock the wheat and everything else on the ranch.—Denver Post. It is very evident that the paragrapher on the Denver Post is a modest man.

Grain imports into the Philippine Islands during the 7 months prior to Feb. 1, were: 129 bus. of barley; 7,055 bus. of oats, and 35 bus. of wheat, as reported by the War Department; compared with 46,197 bus. of barley, 104 bus. of corn, 7,114 bus. of oats, and 67 bus. of wheat for the corresponding months of 1901-2.

Exports of grain for the fiscal year prior to June 1, as reported by O. P. Austin, chief of the bureau of statistics, were: Barley, 8,359,037 bus.; corn, 74,360,370 bus.; oats, 4,525,929 bus.; rye, 5,442,665 bus., and wheat, 113,454,452 bus.; compared with 8,500,939 bus. of barley; 26,324,268 bus. of corn, 9,801,948 bus. of oats, 2,697,832 bus. of rye and 153,892,723 bus. of wheat for the preceding 12 months.



## Screenings

Binder twine amounting to 110,000 to 120,000 tons is consumed annually in the United States.

"Look here! This bill for that grain cleaner I sold you has been running for over a year now." "Let her run. I want to have something connected with that machine that will run over a half hour without stopping."

Dr. F. V. Coville, botanist of the Department of Agriculture, while in Arizona some years ago, obtained from the graves in the old cliff dwellers' cities some beans and other seeds, which he was certain had lain there at least 400 years. The seeds were sound, but tho he planted and watered them with great care, he was unable to make them grow. The longest period that seed has been stored and germinated is 15 years.

The press in Minneapolis representing the millers, and of Chicago representing the elevator crowd there, is against the market. One of these strutting personages who thinks his outfit makes prices, remarked recently: "We thought a few days ago 75c would be a safe basis to start the crop on here, but we have concluded now that 70c is enough." Such condescension and arrogance merits more punishment than reward.—Pope & Eckhardt Co.

Private and newspaper crop bureaus are unable to compete in accuracy with the government. No private bureau has an equipment that will compare with John Hyde's. Besides thousands of correspondents the government has 6 traveling reporters who are paid \$7 per day and ex-

penses. The Department's work could be improved by the employment of more traveling experts, for which a more liberal appropriation is needed.

Frank Eaton, near Ripley, Okla., claims to have found a new kind of corn. In-

stead of cobs the stalk bears a gourd containing the kernels. An insect bores into the gourd and reduces the corn to the best granulated meal. It is not stated how many drinks of corn juice Eaton had before he saw the prodigy.

## A Grain Purifier

On which letters patent have not yet been issued is not a safe machine to buy, and you may get a law-suit with it.

The essential features of our Purifier are fully covered by U. S. Letters Patent No. 592691, issued Oct. 26, 1897, and whoever uses same without our permission is liable for damages for infringement. Write for particulars to

**The American Grain Purifier Constructing Co.**  
Davenport, Ia., or Kentland, Ind.

## Perfection Grain Drier

Conditions Corn, Oats, etc. References: Babcock & Hopkins, Rensselaer, Ind.; Caldwell, Barr & Co., Earl Park, Ind.; Ross & Ross, Chalmers, Ind.

**Tweeddale & Harvey**  
Room 905, 303 Dearborn St., CHICAGO

## GRAIN PURIFYING

If you want full price for No. 4 oats,  
If you want full price for all off-grade oats and barley,  
You can get it by purifying with our System.  
If you don't want full value,  
Don't purify before shipment,  
Then you can sell at a heavy discount, and the transfer  
or terminal elevators will purify the grain and reap  
the profit—just as they have been doing for years.

It is only a question as to where you want the profit to go. We prefer to do our own purifying before shipment, and take the profit. For descriptive circulars and grain samples, address

**CALDWELL & BARR**  
EARL PARK, INDIANA.

Both our Purifier and Process for Purifying are fully covered by U. S. Letters Patents, and while they are beneficial to all grains, they are especially valuable in removing mould, must, smut, fungus and weather or water stains, bad odors and smells from oats and barley, cooling when hot and drying when moist, without impairing their natural color, aroma, or germinating qualities.

The Purchase of the

## Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

|                                   |             |
|-----------------------------------|-------------|
| The Armour Grain Company          | Chicago     |
| Bartlett, Frazier & Company       | "           |
| Chicago Ry. Terminal Elevator Co. | "           |
| Chicago Dock Company              | "           |
| The Richardson Company            | "           |
| Chicago Grain Salvage Company     | "           |
| Consolidated Elevator Company     | Duluth      |
| Northern Grain Company            | Manitowoc   |
| Cleveland Grain Company           | Cleveland   |
| Udike Grain Company               | Omaha       |
| Illinois Central R. R. Company    | New Orleans |
| Texas & Pacific Ry. Company       | " "         |
| AND MANY OTHERS.                  |             |

Indicates the unanimous conviction among grain men that the HESS DRIER is a necessary and profitable adjunct to the grain business.

The investments by the above mentioned concerns alone, in HESS DRIERS aggregate \$175,000.00.

New book describing the drier free.

**Hess Warming & Ventilating Company**

707 Tacoma Building ——— Chicago



## FIRE INSURANCE

### MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.  
Insures Mills, Elevators, Warehouses and  
Contents. Oldest Flour Mill Mutual  
in America. Saved to Members  
nearly \$1,000,000.  
J. C. SHARP, Secretary, Des Moines, Iowa.

### The Grain Dealers National Mutual Fire Insurance Co.

C. A. McCOTTER, Secretary,  
INDIANAPOLIS, IND.

"Because we insure Grain  
Dealers' property only is why  
Grain Dealers prefer our Poli-  
cies."

## Reliable Insurance....

On Modern elevators and Contents can be  
secured at about one-half the rates  
charged by stock companies by addressing

**MILLERS NATIONAL INS. CO.**  
205 La Salle Street, CHICAGO, ILL.  
CHARTERED, 1865 ASSETS, \$3,380,676  
NET CASH SURPLUS, \$466,595.  
W. L. Barnum, Secy.

## Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

**21 Years Successful Business.**

Assets.....\$958,473.31  
Losses Paid..... 718,556.00  
Net Cash Surplus, 214,743.50

**50% DIVIDENDS** 1899  
1900  
1901

Insures Flour Mills, Grain and Elevators.

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

## MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

## Patents Granted

Wm. E. Nageborn, Detroit, Mich., has  
been granted letters patent, No. 733,256,  
on a gas engine.

Frederick E. Blaisdell, county of Sur-  
rey, Eng., has been granted letters patent,  
No. 733,804, on a conveyor.

Arthur Krebs, Paris, France, has been  
granted letters patent, No. 733,220, on  
valve gear for explosive engines.

Thos. B. Jeffery, Kenosha, Wis., has  
been granted letters patent, No. 731,781,  
on an igniter for explosive engines.

Eugene F. Delery, New Orleans, La.,  
has been granted letters patent, No. 733-  
462, on an automatic weighing machine.

Chas. N. Hatfield, near Fountain City,  
Ind., has been granted letters patent, No.  
732,073, on a seed cleaner and separator.

Herbert A. Gilman, Laconia, N. H.,  
has been granted letters patent, No. 733,

side and hooks on its front side. Two  
hooks screwed into the wall support the  
whole.

Adolphe Clement, Lavallois-Peret,  
France, has been granted letters patent,  
No. 732,830, on a regulator for suction  
valves of explosive engines.

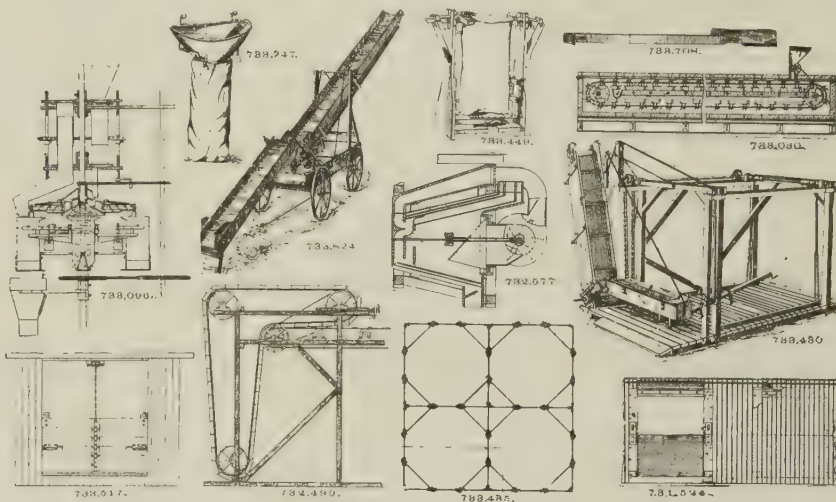
Ernest Uhlin, McDonald, Pa., assignor  
to the D. C. & U. Gas Engine Co., has  
been granted letters patent, No. 732,016,  
on an explosive engine governor.

Ferdinand Charron and Leonce Girar-  
dot, Paris, France, have been granted let-  
ters patent, No. 733,695, on a pulverizing  
carbureter for explosive engines.

Henning F. W. Wallman, Chicago, Ill.,  
assignor to the Wallman Engine Co., has  
been granted letters patent, No. 733,350,  
on an internal combustion engine.

Benjamin C. Mudge, Lynn, Mass., as-  
signor to Linen Mfg. Co., Boston, Mass.,  
has been granted letters patent, No. 732-  
103, on a method of preparing flax stock.

Harry T. Goss, Rutherford, N. J., as-  
signor to Daniel S. Goss, Chicago, Ill., has  
been granted letters patent, No. 733,030  
(see cut), on a grain drier. The grain is  
received on a bed over which moves a  
traveling chain carrying conveyor blades,



384, on a speed regulator for explosive en-  
gines.

Gilbert R. Albaugh, Cleveland, O., has  
been granted letters patent, No. 733,804,  
on a current breaker for hydrocarbon en-  
gines.

Victor R. Nicholson, Bellevue, Cork,  
Ireland, has been granted letters patent,  
No. 733,417, on an internal combustion en-  
gine.

Orlando J. Root, East Moline, Ill., has  
been granted letters patent, No. 733,752,  
on a sparking governor for gasoline en-  
gines.

Valerius D. Anderson, Cleveland, O.,  
has been granted letters patent, No. 731-  
736, on a method of expressing oil from  
seeds.

Alexander S. Stewart, Neche, N. D.,  
has been granted letters patent, No. 732-  
132, on apparatus for killing smut on seed  
grain.

Valentin Lapp, Leipzig, Germany, has  
been granted letters patent, No. 733,055,  
on a combined clearer and lifter for grain  
steepers.

David W. Mitchell, Niagara Falls  
South, Canada, has been granted letters  
patent, No. 733,247 (see cut), on a bag  
holder. The lower tubular portion of the  
hopper is provided with a rib on its rear

each blade containing an electrical heating  
coil.

Arthur T. Collier, St. Albans, Eng., as-  
signor of one-third to Arnold E. Williams,  
London, has been granted letters patent,  
No. 731,995, on an internal combustion en-  
gine.

Thos. Charlton, Pittsburg, Pa., assignor  
of one-half to Chas. R. Dallas, Pittsburg,  
has been granted letters patent, No. 733-  
902, on an air and gas mixer for explosive  
engines.

Edwin Loker, St. Louis, Mo., assignor  
to International Motor Co., St. Louis, has  
been granted letters patent, No. 732,203,  
on a governing and reversing mechanism  
for gas engines.

Leon J. Le Pontois, New York, N. Y.,  
assignor to Auto-Igniter Co., New York,  
has been granted letters patent, No. 732-  
371, and No. 732,372, on a generator for  
electric igniters.

Sidney S. Blaisdell, Providence, R. I.,  
assignor of one-half to Frederick N. Bush-  
nell, Cranston, R. I., has been granted let-  
ters patent, No. 731,845, on an automatic  
weighing machine.

Leonard S. Austin, New York, N. Y.,  
has been granted letters patent, No. 732-  
499 (see cut) on an apparatus for hoist-  
ing and conveying. The 2 conveyors of



this system travel at equal speeds. The material is elevated in the buckets of one conveyor and discharged into the buckets of the horizontal conveyor where both travel upon the same pulley.

Herbert G. Mears, New York, N. Y., and Henry W. Aylward, Brooklyn, assignor to Auto Igniter Co., New York, have been granted letters patent, No. 732,364, on an electric igniter.

Thos. C. Thomas, Peoria, Ill., has been granted letters patent, No. 731,524 (see cut) on a grain door for railway cars. The door is divided into two or more horizontal sections hinged together and fitting into a socket in the top of the doorway and against lugs at the bottom. When removed the door is carried on the outside of the car on a track.

Andrew S. Swenson, Leavenworth, Kan., has been granted letters patent, No. 733,517 (see cut), on an inside grain door. The patent covers a means of raising the door. To the middle of the door is secured an upright convex plate having holes in which to insert the point of a crowbar. From the top of the plate a chain runs over a pulley, and down, with a hook at the end.

Chas. F. Dueringer, Guthrie, Ill., has been granted letters patent, No. 733,824 (see cut), on a grain elevator. The elevator is made in 2 sections, with separate belts traveling in each, the whole supported in a suitable wagon. The lower and shorter section is adapted to slide between the sides of the longer elevator, which is raised by winding a rope passing over pulleys.

Burt H. Willsie, Redding, Cal., has been granted letters patent, No. 733,449 (see cut), on a bag holder. Brackets ex-

tend outward from the upright sides and contain a pivot from which levers extend inwardly thru slots in the top of the uprights. The crossheads at the inner ends of the levers are provided with bag-holding hooks. The base contains a treadle by which the bag is shaken while being filled.

Samuel F. Estell, Chicago, Ill., has been granted letters patent, No. 733,708 (see cut), on a car seal. The strap is bent into a chamber at one end and back upon itself to provide a hook extending into the chamber. At the opposite end of the strap is a hook having an aperture and engaging the hook in the chamber. The aperture of the hook is engaged by a spring detent rising from the bottom of the chamber.

Wm. D. Tyler, Brooklyn, N. Y., has been granted letters patent, No. 733,096 (see cut), on an automatic weighing machine. A series of continuously traveling receptacles receive short weight charges of the material, the filling to full weight being effected by supplementary feed mechanism operated intermittently while the receptacle is passing beneath. The receptacles, together with the scale pans on which they are mounted rotate on a pivot.

John E. Mitchell, St. Louis, Mo., has been granted letters patent, No. 732,577 (see cut), on a grain separator. The several screens carrying vibratory shoes have their sides closed and their adjacent ends open and communicating. Between the screens is a settling chamber increasing in cross-sectional area from one end to the other. The suction and discharge of the fan both communicate with the chamber, creating an air belt, across which the grain is fed in its passage from the upper to the

lower part of the casing outside the chamber. The upper and lower parts of the casing are suspended independently and vibrated by 2 eccentrics on the fan shaft, in opposite directions.

Ernst Schroeder and Henry V. Schroeder, Minier, Ill., have been granted letters patent, No. 733,430 (see cut), on a portable grain dump and elevator. The wagon is driven on a platform and its front end raised by side rails lifted by chains wound on a shaft. The grain falls into a conveyor trough, which is counterweighted to be raised out of the way to admit the wagon. The conveyor feeds an inclined elevator. Power for the conveyor, elevator and dump is transmitted from the main shaft by chain.

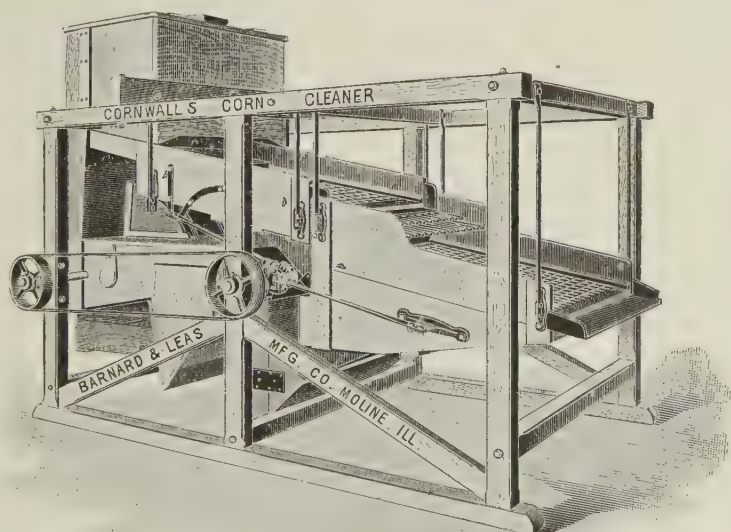
Jas. Spelman, Chicago, Ill., assignor to John S. Metcalf Co., Chicago, has been granted letters patent, No. 733,435 (see cut), on a metallic building. The bins are square, their walls formed on alined sheet metal plates united by a column formed of 2 complementary flanged channel irons connected to each other by rivets passing thru their flanges and thru the adjacent marginal portion of the wall plates. Tie rods pass thru the channel iron sections and have nuts bearing against the far sides of the channel irons.

An agent of the Cleage Commission Co. has brot suit against the blind pool manager for judgment in the sum of \$28,349, which, it is claimed, is due on commissions from the company for investments secured by the agent and eighteen associate agents working with him in California. The total amount of investments claimed to have been secured by the agents was \$1,248,672.

## CLEAN CORN

The Cornwall Corn Cleaner will clean your corn thoroughly in one operation. Its patent finger sieve

will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.



The shaker is made in two parts and is constructed in such a way that the corn, shucks and cobs in passing from one to the other must pass over a row of steel rods of different lengths and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allow the corn to fall through onto the tail sieve, and give it a chance to make a better separation.

Other features described in our circular.

We also make or supply everything needed in the elevator line.

## BARNARD & LEAS MFG. CO.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY, MOLINE, ILL.



## Suits— Decisions

Growing crops pass by a conveyance of the land when there is no reservation in the deed.—*Kammrath v. Kidd*. Supreme Court of Minn. 95 N. W. 213.

The suit of W. J. Cordill against the Minnesota Elevator Co. for alleged conversion of 146 bus. of wheat has been remanded for a new trial by the Minnesota Supreme Court.

A railroad company may have a lien for demurrage charges, even without express stipulation therefor in the contract of shipment. *Darlington v. Mo. P. Ry. Co.* Court of Appeals at St. Louis, Mo. 72 S. W. 122.

The St. Louis Merchants Exchange has been granted a new trial in the suit brought by Austin E. Balcock, in which a jury gave him judgment for \$17,000 damages on account of arrests for attempts to trade on the curb contrary to rules of the Exchange.

Where a contract for the sale of seeds was silent as to where the seeds were to be weighed, it was competent to show a custom among dealers in seeds at the place of delivery not to accept Chamber of Commerce weights.—*Gehl v. Milw. Prod. Co.* Supreme Court of Wis. 93 N. W. 26.

In so far as a B/L issued by an initial carrier is a receipt for goods, a final carrier, on receiving the goods for transportation from the initial carrier, is not bound by the admissions contained therein.—*Texas & P. Ry. Co. v. Kelly*. Court of Civil Appeals of Texas. 74 S. W. 343.

A railroad company has the right to make a rule requiring its consignees to unload their freight from its cars within a reasonable time, or pay a reasonable sum per day as a demurrage charge for detention of the cars beyond such time.—*Darlington v. Mo. P. Ry. Co.* Court of Appeals at St. Louis, Mo. 72 S. W. 122.

Where on the death of a partner the right to use the firm name is sold as a firm asset, the purchaser, whether the surviving partner or otherwise, acquires the right to continue the business under the firm name on complying with Laws 1897, p. 561, c. 420, sections 20, 21.—*Slater v. Slater*. Court of Appeals of New York. 67 N. E. 224.

A judgment recovered in an action for rent by a landlord against his tenant and against a purchaser of the tenant's crop as garnishee will not bar a subsequent action against the purchaser for a balance unsatisfied by the execution issued under the former judgment.—*Belshe v. Batdorf*. Court of Appeals at Kansas City, Mo. 73 S. W. 888.

Where one agrees to buy of another all that part of a crop to be raised which reaches a certain standard as to quality, and he accepts a part of the crop, he may refuse the remainder, if it falls below such standard, even though a part of those accepted fell below it, and he had full knowledge thereof.—*Norfolk Beet Sugar Co. v. Berger*. Supreme Court of Nebraska. 95 N. W. 336.

A contract provided that respondent should receive from appellant second-hand gasoline engine, repair and sell it, and, when sold, pay appellant \$350. Held,

the evidence conclusively shows that respondent is not liable as for conversion in sending the engine out of the state pursuant to an attempt to make a sale thereof which was not consummated.—*Port Huron Engine & Thresher Co. v. Otto Gas Engine Works*. Supreme Court of Minn. 94 N. W. 1088.

A seat in a stock exchange owned by one who has no unsettled contracts with or claims against him in favor of other members, under which circumstances the rules of the exchange permit a sale of the seat, is held to be within the provision of the bankruptcy act that the trustee shall be vested by operation of law with the bankrupt's title to all property which, prior to the filing of the petition, he could by any means have transferred. *Page*. C. C. App. 3d C. 59 L. R. A. 94.

Where goods have been transported by several connecting carriers, and they are shown to have been in good condition when delivered to the first carrier, but damaged when delivered by the last carrier, the burden is on it (the last carrier) to show that the loss did not result from any cause for which it was responsible. The rule is not modified when the goods are transported in through sealed cars.—*Beebe v. Wisconsin Central Ry. Co.* Supreme Court of Minnesota. 95 N. W. 454.

A telegraph company which receives a message for transmission agrees to transmit it accurately, and is answerable for any damage produced by its delay or mistake, if the loss was one which was either expressly contracted against, or was within the expectation of the sender and the telegraph company as likely to result if delay or mistake occurred.—*Hadley v. Baxendale*, 9 Exch. 341; *Abeles v. Telegraph Co.*, 37 Mo. App. 554; *Melson v. Telegraph Co.*, 72 Mo. App. 111.

Where, in an action by the executrix of a deceased partner against the surviving partner for an accounting and a sale and distribution of the firm property, a sale of the good will and assets has been ordered, the right to the use of the firm name is a firm asset, which is subject to sale with the other firm property, without condition or limitation upon the purchaser, and the estate of the deceased partner is entitled to share in the benefits of such sale.—*Slater v. Slater*. Court of Appeals of New York. 67 N. E. 224.

In the suit by John S. La Rue against the St. Anthony & Dakota Elevator Co., for alleged conversion of wheat in the fall of 1887, the Supreme Court of South Dakota has recently affirmed the verdict of the Circuit Court in favor of La Rue. The company bot the grain of Dove, a farmer, who already had given a mortgage to La Rue. The court decided that it was immaterial whether the mortgage ever foreclosed the mortgage, where by its terms he was entitled to have the wheat delivered to him at the time it was converted.—95 N. W. 292.

Where a switch connecting with the side track of a railroad company was put in on private land for the convenience of the tenants of the owner, but also for the profit of the railroad company, and partly at its expense, the railroad company had a license, coupled with an interest, in the switch, and as such licensee had the right to move its engines thereon to set in or take out cars consigned to the tenants. Such license could not be arbitrarily or suddenly revoked. A tenant, who leased part of the land with the switch on it, and with knowledge of the use made of it by the railroad company, had no power to revoke the license, or to interfere with

the company's use of the switch, so long as the license was not abused. *Darlington v. Mo. P. Ry. Co.* Court of Appeals at St. Louis, Mo. 72 S. W. 122.

On the death of William Clemens, agent for the Great Western Elevator Co., at Leonard, N. D., he was found to be short \$4,000. Clemens kept beer in the elevator contrary to law, to induce further trade, also received wheat without entering on the books, telling the farmers he would not charge storage, contrary to the company's instructions, apparently using this unreported wheat to check up his accounts when visited by the auditor. When the Aetna Indemnity Co. discovered Clemens' drinking and gambling habits it sought to relieve itself of its suretyship of \$1,500, but remained on his bond when Clemens got Fred Schroeder and Jacob Biewer to give the Aetna Co. an indemnity bond for an equal sum. The Aetna Co. made good \$1,500 of the elevator company's loss and brot suit against Biewer and Schroeder for \$1,500. The latter claimed that as the embezzlement had occurred before they went on Clemens' bond they were not liable, since their contract related only to future liability. The District Court of Cass County decided in favor of Biewer and Schroeder, and the Supreme Court of North Dakota approved their claim, remanding the case for a new trial to determine by jury the condition of Clemens' accounts at the time Biewer and Schroeder went on his bond.—95 N. W. 436.

The W. R. Stubbs Contracting Co., defendant, bot of C. C. Andrews, plaintiff, delivered at different times, a number of car loads of oats. The price of oats advanced 15 cents per bu., and defendant asserted that thereafter plaintiff delivered seven car loads which were short the number of bus. they should have contained. Plaintiff sent to defendant a statement of his account showing balance due of \$7,360.80. Defendant thereupon deducted therefrom the sum of \$632.70, and inclosed plaintiff a check for \$6,728.10, with a letter stating that that sum was the "balance in full of account as per attached statements." The letter informed plaintiff that defendant had deducted \$632.70 from the account which he had rendered, giving as a reason for such deduction the shortage aforesaid, which, at 15 cents per bu., made the amount deducted. Plaintiff received the check and drew the money thereon. From the foregoing it is apparent that the trial court's action in sustaining the demurrer to the evidence for plaintiff was correct. Defendant's claim of damages to be deducted from the amount of the account claimed by plaintiff made it a disputed account. *Pollman Coal Co. v. St. Louis*, 145 Mo. 651, 47 S. W. 563. And when defendant inclosed its check as balance in full, accompanied by a statement showing such to be a balance in full, as explained in such statement, and plaintiff accepted such check, drawing the money thereon, he thereby accepted the condition of its being in full settlement and discharge of the account.—Court of Appeals at Kansas City, Mo. 75 S. W. 178.

E. F. Ordelheide, whose elevator at Wright City, Mo., was burned, brot suit against the Wabash R. R. Co. on whose right of way the elevator stood, for damages, the fire having been caused by sparks from locomotives negligently operated. The decision of the Circuit Court in favor of Ordelheide was reversed by the Court of Appeals, but one of the judges dissenting, the suit came before the Missouri



Supreme Court, which unanimously decided against Ordelheide. The lease of the site by the road to Ordelheide contained a clause releasing it from liability for fire, however caused. The court said: Neither the lease, nor the relation of the property to the defendant, arose out of the discharge of any duty imposed upon it by its position as a common carrier, or by its character of a quasi-public corporation. The fact that defendant is a common carrier has no place in this case. A similar contract was sustained in *Rutherford v. Wabash Co.*, 48 S. W. 921, 147 Mo. 441. Section 1111, Rev. St. 1899, which renders every railroad company liable for damages, irrespective of negligence, to every person whose property may be injured or destroyed by fire communicated directly or indirectly by locomotive engines in use on said railroad, expressly

authorizes the railroad companies to procure insurance against such damages. In *Wabash R. Co. v. Ordelheide*, 72 S. W. 684, this court in banc held that this contract was one of indemnity against loss occurring by fire set out by the engines of defendant, and it was not against public policy to allow it to make such a contract with plaintiff. The views therein expressed are in accord with the decision of the Supreme Court of Iowa in *Griswold v. Ill. Central R. R.*, 57 N. W. 843, 24 L. R. A. 647, and *Hartford Fire Ins. Co. v. Ry. Co.*, 70 Fed. 201, 17 C. C. A. 62, 30 L. R. A. 193; *Stephens v. Ry. Co.*, 109 Cal. 86, 41 Pac. 783, 29 L. R. A. 751, 50 Am. St. Rep. 17.—75 S. W. 149.

The barley season lasts longer than it used to, on account of the pneumatic systems of malting.

## Cobs.

"You used to have a good deal to say about politics." "Yes," answered the Kansas farmer, "and I still have my opinions. But with crops big and farm hands scarce, a man would be foolish to start an argument."—Washington Star.

Linseed oil cake supplies a cattle food highly prized by European stock raisers. For obscure reasons the great value of this food is not realized by American farmers. It is a product exceptionally valuable from an economic point of view because of its fattening qualities as a cattle food and its fertilizing properties as a manurial residue. Nevertheless, fully 80 per cent of the total available supply of oil cake in the United States is shipped abroad to be converted into milk and beef upon the farms of northern Europe.

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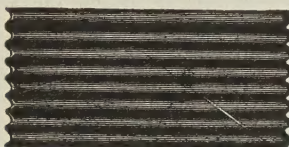
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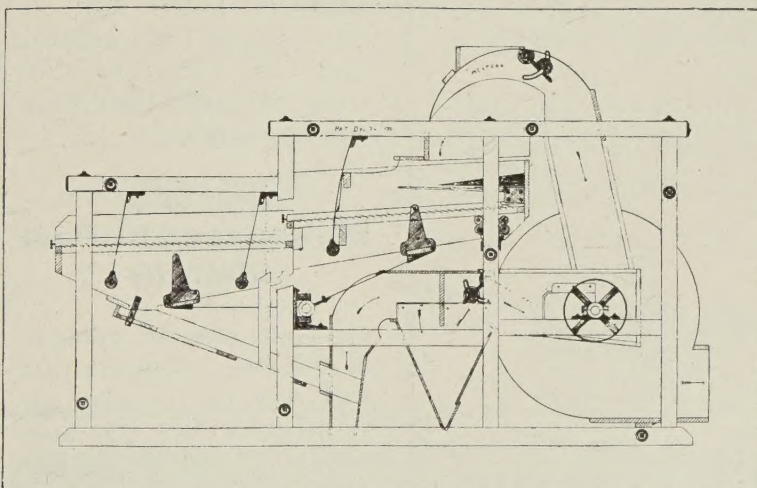
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SEAMLESS COTTON GRAIN BAGS  
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# "Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

## "Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Sectional View of Western Shaker Cleaner.

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**Union Iron Works,**  
DECATUR, ILL.

We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.



### Care of a Gasoline Engine.

The little things that may happen to a gasoline engine are what the attendant must look out for, says the Mining and Scientific Press. An oil cup may run dry or get stopped up. A lock nut may work loose on a valve stem, and if not looked after, may wear off the cotter pin above it and allow the valve to drop into the cylinder.

An igniter wire may work out of the terminal nut and become grounded, thereby shutting down the engine. This last would not happen if the set screw in the terminal nut had been clamped down on the wire. A trip stem nut may work loose, so as to prevent contact between the points of the ignitor, thus causing miss fire, or it may make in the opposite direction till it allows the points to remain permanently in contact, thus short-circuiting the ignitor and causing a shut-down.

An advantage of a two or three-cylinder engine is that a failure of one cylinder does not cause the engine to stop, and many small derangements may be cured while running. An exhaust valve may leak and need grinding. An agitator may become grounded by moisture or carbon. A battery may become exhausted and need renewal. A bearing may need keying up.

Back-firing is the ignition of the explosive mixture before it has entered the cylinder. A sharp explosion and a jet of flame from the air inlet usually accompanies it. That may be caused by a bad mixture of gas and air, burning so slowly that flame hangs in the cylinder during the whole of the expansion and exhaust stroke, thus igniting the incoming gases when the valve opens. Or, more rarely, a leaky inlet valve may allow the explosion flame to shoot into the mixture outside and ignite it. Back-firing should be cured, for it checks the speed of the engine, and sooner or later necessitates new inlet valve springs. By driving the inlet valve down till the spring comes solid it often wedges one coil sideways over another, thus crushing them together and decreasing the lifting power of the spring.

Rice exports during the 10 months prior to May 1, as reported by O. P. Austin, chief of the bureau of statistics, amounted to 455,000 pounds, compared with 542,000 pounds for the corresponding period of 1901-2.



"Is this hot enough for you?"—Des Moines Register and Leader.

### THE WORLD'S FAIR, 1904.

Is of especial interest to every one. To give an idea of the buildings as they will appear when completed, we have published a Bird's-Eye View, 31x42, which will be mailed on receipt of 10 cents (silver or stamps) to prepay postage. Address  
GEORGE MORTON, M., K. & T. Ry.,  
Box 911, St. Louis, Mo.

### "DO IT NOW."

Don't wait till your friends tell of these things, but write us for pamphlets entitled "Business Chances," "Beautiful Indian Territory," "The House that Jack Built," "Texas," "Old Mexico," and other Katy publications, and post yourself on opportunities for making money at points along the line of the Katy. Address  
"KATY,"

### CHEAP TICKETS TO COLORADO.

We are going to make it easy for people of moderate means to spend their vacations in Colorado this summer. In the average outing the two largest items of expense are those for transportation and board.

This is the way we are going to take care of the transportation item:

From June 1 to September 30 we will sell round-trip tickets to Denver, Colorado Springs and Pueblo at half fare plus 50 cents. This means \$30 for the round trip from Chicago; \$25 from St. Louis. Good returning until October 31, 1903.

From July 1 to July 10 the rates will be even lower. On these days round trip from Chicago will cost \$25; from St. Louis \$21. Good returning until August 31, 1903.

We figure that the board item will take care of itself, because Colorado has so many moderate-priced hotels and boarding houses. Excellent fare and good quarters can be had for as little as \$8 to \$10 per week.

Send for a copy of our "Colorado Handbook"—it's free. This handy little work tells just what you want to know about the hotels and boarding houses.

P. S. EUSTIS,  
209 Adams street,  
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**L**ITTLE JOURNEYS to lake resorts and mountain homes will be more popular this summer than ever. Many have already arranged their summer tours via the

**Chicago,  
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and many more are going to do likewise. Booklets that will help you to plan your vacation trip have just been published, and will be sent on receipt of postage, as follows:

"Colorado-California," six cents.

"In Lakeland" and "Summer Homes," six cents.

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**F. A. MILLER,**  
General Passenger Agent,  
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## LOCATIONS FOR ELEVATORS

In Illinois, Iowa and  
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which reaches the famous

**WATER POWERS,  
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of the West and Northwest, and affords the  
best means of transportation to the markets  
of the world.

For further particulars apply to

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**CHICAGO**

Large majority of those who are directly interested in the grain and seed business do not trade in futures. Out of 4,400, 922 say they do, while 2,304 say they do not.—C. A. King & Co.

Corn and cob meal will give fully as good results as pure corn meal without the cob. There is then a gain of 14 pounds in every bu., which is well worth considering.—Iowa Experiment Station.

Cereal and breakfast food manufacturers held a meeting at Battle Creek, Mich., recently and formed the National Assn. of Cooked Cereal Food and Cereal Drink Manufacturers.



# The GRAIN DEALERS JOURNAL.

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COLUMBUS, OHIO, U. S. A.

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### JEFFREY Standard Grain Buckets.

Jeffrey  
Detachable Chains, Sprocket Wheels, Elevator Buckets, Elevator Bolts, Elevator Buckets, Cotton Belting, Rubber Belting, Leather Belting, Spiral Conveyors, Shafting, Hangers, Pulleys, Gearing, Set Collars, Clutches, Couplings.

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and other accountants who check over Grain Accounts will find Clark's Decimal Grain Values an invaluable assistant. By its use the labor will be reduced to a minimum, errors will be prevented and time saved.

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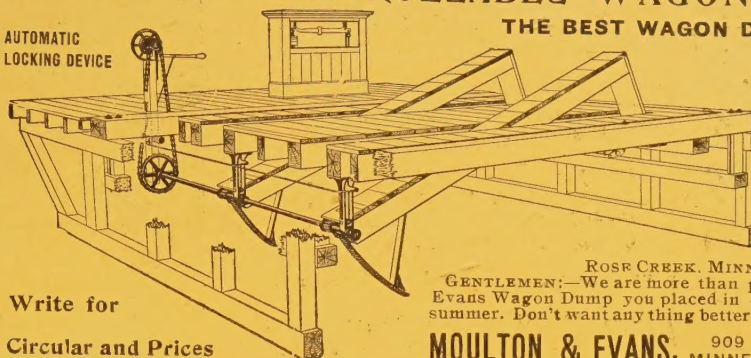
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### HAD GOOD RESULTS.

Sieberns Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

## THE EVANS CONTROLLABLE WAGON DUMP THE BEST WAGON DUMP BUILT

AUTOMATIC  
LOCKING DEVICE



Can be used with and without dump scales.

Absolute safety control, great strength and durability

Patented April 12, 1898

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GENTLEMEN:—We are more than pleased with the Evans Wagon Dump you placed in our elevator last summer. Don't want any thing better. JOHN CRONAN & CO.

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Write for  
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## CORRECT WEIGHTS

at shipping point detect

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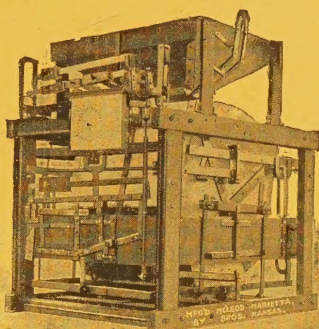
at terminals.

### McLeod's Automatic Weigher

can be relied upon to give the correct weights needed.

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Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it. Ads in this column cost only 15 cents per line, yet bring quick returns.

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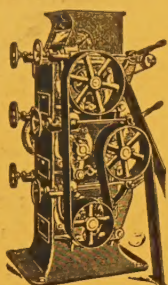
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MANUFACTURING ENGINEERS.

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## Corn and Feed Mills



**It... Pays** *to have one in connection with an elevator, and to have the BEST one.*

Ours has no equal in **STRENGTH, DURABILITY, EFFICIENCY, CONVENIENCE, CAPACITY, and QUALITY OF WORK.**

Several Sizes. Prices Very Reasonable.

**Allis-Chalmers Company**

4 Roll and 6 Roll  
Gear or Belt Drive  
for Slow Roll.

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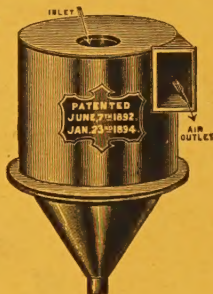
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**A SMALL EXPENDITURE**

Reduced rate of Insurance,  
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Better working facilities.

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Elevating, Conveying and  
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## Machinery



Established  
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THE FLAG WE FLY

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Write for Catalogs K2 and M.

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**FOR THE BEST AT REASONABLE PRICES, ARE YOU NOT?**

**SURE THEN**

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